

Notice of meeting and agenda

Transport and Environment Committee

10.00am Tuesday 29 October 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

Contact

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 Essential Edinburgh – in regard to item 7.1 (Building a Vision for the City Centre - Consultation Outcome) – email from Andy Neal, Chief Executive (circulated)

4. Minutes

- 4.1 Minute of the Transport and Environment Committee of 27 August 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 Building a Vision for the City Centre - Consultation Outcome – report by the Director of Services for Communities (circulated)
- 7.2 Appointment of Recycling and Resources Manager – report by the Director of Services for Communities (circulated)
- 7.3 Transport for Edinburgh Ltd and Lothian Buses board composition - report by the Chief Executive (circulated)
- 7.4 Parking in Central Edinburgh During the Winter Festival – report by the Director of Services for Communities (circulated)
- 7.5 Trade Waste Policy Options - report by the Director of Services for Communities (circulated)
- 7.6 Towards a Litter-Free Scotland - Consultation on a strategy to tackle and prevent litter and flytipping - report by the Director of Services for Communities (circulated)

- 7.7 Events in Parks and Greenspace – report by the Director of Services for Communities (circulated)
- 7.8 Winter Weather Preparations 2013/14 – report by the Director of Services for Communities (circulated)
- 7.9 Road and Pavement Prioritisation Review 2013 – report by the Director of Services for Communities (circulated)
- 7.10 Road and Footway Investment - Capital Programme for 2014/15 – report by the Director of Services for Communities (circulated)

8. Routine decisions

- 8.1 Review of Subsidised Bus Service Contracts 2013 – report by the Director of Services for Communities (circulated)
- 8.2 Temporary Pedestrian Crossings A Motion by Councillor Bagshaw – report by the Director of Services for Communities - (circulated)
- 8.3 Priority Parking Update - Various Areas, Edinburgh – report by the Director of Services for Communities (circulated)
- 8.4 Vehicle Activated Speed Signs - Priority List of Future Sites– report by the Director of Services for Communities (circulated)
- 8.5 Broughton/Stockbridge - Amendment to Parking Charges – report by the Director of Services for Communities (circulated)
- 8.6 Landfill and Recycling Update – report by the Director of Services for Communities (circulated)
- 8.7 Saughton Park and Gardens Heritage Lottery Fund Project Board – report by the Director of Services for Communities (circulated)
- 8.8 Ban Cycling on City Centre Pavements by Cyclists over 12 Years – referral from the Petitions Committee (circulated)
- 8.9 Solar Photovoltaic Energy – A Strategic Approach – referral from the Economy Committee (circulated)
- 8.10 Britain in Bloom Award – report by the Director of Services for Communities (circulated)
- 8.11 Public Utility Performance, Quarter 2 (13/14) Report – report by the Director of Services for Communities (to follow)
- 8.12 Sustainable Scotland Network Conference 2013 – report by the Director of Corporate Governance (circulated)
- 8.13 Study Trip on Integrated City Sustainable Solutions in Copenhagen – report by the Director of Corporate Governance (circulated)

9. Motions

9.1 By Councillor McInnes – Braid Road

“Committee:

Notes the hard work of Braid Road Residents over the last thirty years in highlighting the excessive speed on Braid Road, a residential road, supported by their political representatives of all parties.

Notes also the efforts by the Road Safety Team at the Council to measure the speeds of traffic on Braid Road and to look at solutions to improve the situation.

Agrees, given the Council’s commitment to 20mph speed limits on all residential areas of the city, that a report is requested in what measures can be taken to ensure Braid Road is part of the scheme and that this report returns to committee in three cycles.”

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.

3.1

From: Carolyn Smith
Sent: 02 October 2013 11:07
To: Stuart McLean
Subject: RE: Transport & Environment Committee - Building a Vision for the City Centre

Good morning Stuart,

I am well, thank you.

Andy Neal would like to make a deputation request at the Transport and Environment Committee Meeting on 29th October on behalf of the businesses within the city centre Business Improvement District.

Kind regards,

Carolyn

Carolyn Smith
PA to Andy Neal, Chief Executive

Essential Edinburgh

Transport and Environment Committee

10.00 am, Tuesday, 27 August 2013

Present

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

1. Deputation: Grange/Prestonfield Community Council: Response to Report

The Committee agreed to hear a deputation from John Palmer, on behalf of the Grange/Prestonfield Community Council, in relation to a report on South Central Edinburgh 20mph Limit Pilot Evaluation.

The deputation welcomed the report and the level of community involvement in the 20mph Limit Pilot Evaluation.

Decision

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

2. Deputation: Dumbiedykes Residents Association: Response to Report

The Committee agreed to hear a deputation from Dumbiedykes Residents Association, on Dumbiedykes Public Transport Access Update.

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

- Dumbiedykes was poorly served by public transport.
- A subsidised bus route to the area is required.
- The Dumbiedykes Public Transport Access Update does not take into consideration the increased demand for public transport within the community due, in part, to the student accommodation under development.
- Dumbiedykes Residents Association were concerned that they have contributed to a number of Committee meetings without any discernible developments.

The Convener confirmed there was a requirement to look at the feasibility of re-routing service 36 and that a report would be submitted to the October meeting of the Transport and Environment Committee.

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 16 below.

3. Dumbiedykes Public Transport Access - Update

The results of the demographic study of Dumbiedykes and 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 were presented.

Decision

- 1) To note the results of the demographic study of Dumbiedykes.
- 2) To note 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) To note that the results of the exercise would be reported to the Transport and Environment Committee later in 2013.
- 4) To advise the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update would be provided in the Petitions Committee Business Bulletin.
- 5) To ask the Director of Services for Communities to continue discussions with Lothian Buses around the feasibility of re-routing service 36 for Dumbiedykes and to explore other options for provision of a Dumbiedykes bus service.

(References – Transport and Environment Committee 19 March 2013 (item 12); report by the Director of Services for Communities, submitted.)

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 4 June 2013 as a correct record.

5. Key Decisions Forward Plan

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

Decision

To note the Key Decisions Forward Plan for October 2013 to December 2013.

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

6. Business Bulletin

The Transport and Environment Committee Business Bulletin for 27 August 2013 was presented.

Decision

To note the Business Bulletin.

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

7. Local Transport Strategy 2014-2019 – Consultation Version

Approval was sought for the draft Local Transport Strategy and to authorise the Head of Transport to make minor editorial changes to the draft Strategy prior to it being issued for comment. A short Executive Summary would be prepared for consultation purposes.

Decision

- 1) To approve the draft Local Transport Strategy.
- 2) To authorise the Head of Transport to make minor editorial changes to the draft.
- 3) To note that a short Executive Summary would be prepared for consultation purposes.
- 4) That issues pertaining to parking (City Centre Parking, Sunday Parking & Residents Parking) within issues 6, 7 and 8 be addressed in an overarching parking action plan and reported back to the Transport and Environment Committee in mid 2014.

(References – Transport and Environment Committee 15 January 2013 (item 6); report by the Director of Services for Communities, submitted.)

8. Objections to Bus Stop Clearway – Clark Road

Approval was sought to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road. One objection had been received in relation to the proposals.

Decision

To set aside the objection and approve the proposal to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road.

(References – Executive of the Council 4 May 2004 (item 21); report by the Director of Services for Communities, submitted.)

9. Parking Charges on Greenways with the Controlled Parking Zone

Approval was sought to commence the statutory process to change the existing traffic regulation orders and to introduce parking charges in all Greenways parking places located within the Controlled Parking Zone (CPZ) and for a pilot of a cashless only parking service for Greenways parking places.

Decision

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

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

10. Proposed Waiting Restrictions – Comiston Rise at Comiston Road

Approval was sought to make a Traffic Regulation Order to facilitate safe egress from Comiston Rise on to Comiston Road. One objection had been received to the proposal.

Decision

- 1) To set aside the objection and approve the implementation of the parking restrictions.

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

11. Assembly Street at Constitution Street/Baltic Street, Prohibition of Motor Vehicles – Objection to Traffic regulation Order

Approval was sought to make a Traffic Regulation Order to prohibit motor vehicles at that part of Assembly Street at Constitution Street and Baltic Street. One objection had been received to the proposals.

Decision

- 1) To repel the one objection received.
- 2) To make the Traffic Regulation Order as advertised.

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

12. Request to Provide a Surface Crossing of the Calder Road at Parkhead – Traffic Regulation Order

In September 2009, a feasibility study had been undertaken by independent consultants assessing the potential for a surface pedestrian crossing on Calder Road. The matter had been further considered by the South West Neighbourhood Partnership Transport and Environment Forum who had agreed that, without the availability of capital funding, the installation of a crossing at the desired location could not be progressed at that time.

It had been concluded that this location was not eligible for assessment for inclusion on the existing priority list for surface crossings maintained by the Road Safety Team as this project did not meet the standard criteria for the creation of a new surface crossing.

Decision

To refer the scheme back to a future meeting of the Transport and Environment Committee to commit to consider funding for the installation of a crossing as part of the current Budget Review.

(References – Transport, Infrastructure and Environment Committees 28 July 2009 (item 15) and 27 July 2010 (item 32); report by the Director of Services for Communities, submitted.)

13. 5% Budget Commitment to Cycling – Summary of expenditure

The Council had agreed to spend 5% of its 2012/13 transport budgets on projects to encourage cycling as a mode of transport in the City.

A summary of the Council's capital and revenue expenditure on cycling for 2012/13 was submitted.

Decision

To note the summary of Council expenditure on cycling for 2012/13 and that this met the 5% targets set.

(References – Act of Council No 2 of 9 February 2012; report by the Director of Services for Communities, submitted.)

14. South Central Edinburgh 20mph Limit Pilot Evaluation

The Committee were asked to note the positive progress made under the South Central Edinburgh 20mph Limit Pilot and to approve the draft strategy 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.

Motion

- 1) To note the positive progress made under the Pilot.

- 2) To approve the draft Strategy 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.
- 3) To ask the Director of Services for Communities to identify those streets to be designated 20mph or 30mph and those with particular characteristics where physical improvements or traffic calming measures may be required.

- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

- 1) To note the positive progress made under the Pilot.
- 2) To approve the draft Strategy for rolling out 20mph limits to all residential streets, main shopping street, city centre streets and streets with high levels of pedestrian and/or cyclist activity on the general assumption that all streets across the city should be subject to a 20mph speed limit and that any street with a higher limit should be reviewed annually.

- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

For the motion - 12 votes
For the amendment - 2 votes

Decision

To approve the motion by Councillor Hinds.

(References - Transport, Infrastructure and Environment Committee 29 November 2011 (item 33); report by the Director of Services for Communities, submitted.)

15. Active Travel Action Plan – Two Year Review

The Active Travel Action Plan (ATAP) had been reviewed to measure progress on the actions contained within the Plan and to ensure the Plan reflected Scottish Government and Council policies as well as current economic conditions.

Additional staff resources dedicated to active travel had been put in place to progress delivery of the Plan. Consultation on the actions had been carried out with the Council's delivery partners and relevant pressure groups with a view to enhancing the Plan as part of an overall marketing strategy.

Approval was sought with regards to the revised actions and timescales set out in Appendices 2 and 3 of the report.

Decision

To note the increase in staff resources dedicated to active travel and the assistance this would bring in the delivery of the ATAP.

- 1) To note the consultation carried out, and the review of progress to date.

2) To note that promotion of the ATAP would be enhanced as part of an overall marketing strategy.

3) To approve the revised actions and timescales.

(References – Transport, Infrastructure and Environment Committee 21 September 2010 (item 11); report by the Director of Services for Communities, submitted.)

16. Public and Accessible Transport Action Plan – Report on Consultation

Following consultation with key stakeholders, the final Public and Accessible Transport Action Plan (PATAP) was submitted for approval. The Plan was consistent with the Transport 2030 Vision, reflected the relevant Coalition pledges, and would be consistent with the new Local Transport Strategy. It was proposed that the Plan would run until 2020 and progress monitored every two years with a review in 2015.

As the Plan developed, options for future provision of Community and Accessible Transport would be discussed with service providers and users and it was anticipated that this review would be concluded by April 2014.

Decision

1) To approve the Public and Accessible Transport Action Plan.

2) To note that the review of future Community and Accessible Transport provision now comprised a separate workstream which would be completed by April 2014 and reported to a future meeting of the Committee.

(References – Transport and Environment Committee 15 January 2013 (item 8); report by the Director of Services for Communities, submitted.)

17. Public Utility Company Performance 2012/3 and First Quarter 2013/14

Performance information relating to public utility companies for 2012/13 and the first quarter of 2013/14 was submitted. It was also proposed to establish a Member/Officer Working Group to develop proposals for the Edinburgh Road Works Ahead Agreement (ERWAA) prior to it being presented for approval to the meeting of the Committee on 14 January 2014. .

Decision

1) To establish a Member/Officer Working Group to develop proposals for the Edinburgh Road Works Ahead Agreement (ERWAA)

2) To agree that each political group appoint one member to the Working Group.

3) To note that the ERWAA would be submitted to Committee for final approval on 14 January 2014.

4) To note the performance information shown in Appendix A and the trend information shown in Appendices B and C.

- 5) To agree that quarterly performance reports would be submitted to future meetings of the Committee.

(References – Transport and Environment Committee 15 January 2013 (item 12); report by the Director of Services for Communities, submitted.)

18. Bus Regulation (Scotland) Bill – Council Response to Consultation by Iain Gray MSP

The Council had been invited to comment on the proposals contained within the Bus Regulation (Scotland) Bill put forward by Iain Gray, MSP. The aim of the Bill was to give transport authorities greater control over bus services in their area. A proposed response was submitted.

Decision

To approve the response to the consultation by Iain Gray MSP on the proposed Bus Regulation (Scotland) Bill.

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

19. Strategic Consultation on Works on Scottish Roads

Transport Scotland had invited the Council to comment on proposed changes to legislation relating to Utilities and Roads Authorities road works. A proposed response to the consultation was submitted.

Decision

To approve the response to the consultation as outlined in appendix A to the report by the Director of Services for Communities.

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

20. Redesign of Recycling Services – Outline Business Case

Approval was sought for the outline business case to support development of the redesigned kerbside recycling service for low density housing areas. This would allow procurement to commence for processing capacity, containers, and the vehicles required to implement the proposed twin stream collection approach and would inform the development of a final full business case.

Approval was also sought for the realignment of communal recycling provision to reflect the changes in the mix of materials being made in kerbside collections and to expand provision where costs could be contained within current budget. A further report on options and costs for expanding and enhancing communal recycling services for high density housing areas could then be prepared.

Motion

- 1) To approve the business case for the redesigned kerbside recycling service for low density housing areas and agree that the service should commence procurement of bins, vehicles and processing capacity.

- 2) To realign communal recycling provision to reflect the changes in the mix of materials being made in kerbside collections and to expand provision where costs could be contained within current budget.
- 3) To receive a further report on options and costs for expanding and enhancing communal recycling services for high density housing areas.

- moved by Councillor Hinds, seconded by Councillor Orr

Amendment 1

- 1) To note that Scottish Government rules place limits on how the recycling service could be redesigned and considers that the Council should not place further limits on achieving best value for residents and should test both the collection and processing of waste on the open market.
- 2) To reject the outline business case and consider that until the service is market tested a decision could not be taken to ensure that best value was being delivered for Edinburgh residents.
- 3) To agree to tender the service on the open market for both low density and high density collections as this would ensure that the best value for money was delivered and to ensure flexibility of delivery should the market need to adapt to any further Scottish Government guidance and to prevent capital borrowing being undertaken which would limit the flexibility of the service the Council could deliver.

- moved by Councillor Mowat, seconded by Councillor McInnes

Amendment 2

- 1) In similar terms to the motion by Councillor Hinds but to ask that the further report called for at 3) be brought back to the Transport and Environment Committee within 3 cycles.
- 2) To agree to a further report within two cycles setting out the costs, benefits and implications of ensuring the recycling service was wholly compliant with the Waste (Scotland) Regulations 2012.

- moved by Councillor Booth, seconded by Councillor Bagshaw

Amendment 3

To continue consideration of the matter to enable a comparison to be made with potential solutions from private sector providers to ensure the citizens of Edinburgh get the best quality recycling services at the best possible price.

- moved by Councillor Aldridge, seconded by Councillor Jackson

In accordance with Standing Order 20(7):

- (a) paragraph 1) of Amendment 2 was accepted as an addendum to the motion and paragraph 2 was withdrawn; and

(b) amendment 3 was accepted as an addendum to amendment 1

Voting

For the motion, as adjusted - 9 votes
For amendment 1, as adjusted - 4 votes

Decision

To approve the motion, as adjusted, by Councillor Hinds.

(References – Transport and Environment Committee 15 January 2013 (item 5); report by the Director of Services for Communities, submitted.)

21. Scotland's Climate Change Adaptation Programme Council Response

The Scottish Government had invited the Council to comment on its proposed draft Scottish Climate Change Adaptation Programme. The aim of the Programme was to increase the resilience of Scotland's people, environment and economy to the impacts of a changing climate. The deadline for submissions was 27 September 2013. A proposed response to the consultation was submitted.

A Climate Change Adaptation Framework was being prepared by the City of Edinburgh Council in consultation with relevant stakeholders which would be presented to Committee in due course.

Decision

- 1) To approve the response from the Council to the Scottish Government's draft Adaptation Programme, as set out in Appendix 1.
- 2) To note that a Climate Change Adaptation Framework was being prepared by the City of Edinburgh Council in consultation with relevant stakeholders, which would be presented to Committee in due course.

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

22. Energy Policy

Approval was sought for a revised energy policy to replace the current Council energy policy. . Proposals were also submitted for the establishment of a forum to drive the energy policy forward and address energy issues (e.g. reducing energy consumption) across the organisation and that a senior officer be the lead responsibility for energy management Council wide..

Decision

- 1) To approve the policy, supporting procedures and action plan.
- 2) To agree that a senior officer be the lead responsibility for energy management Council wide.

- 3) To establish a forum to drive the energy policy forward and address energy issues (e.g. reducing energy consumption) across the organisation
- 4) To receive annual reports on the implementation of the policy outlining progress made against policy objectives and targets.

(Reference – joint report by the Directors of Corporate Governance and Services for Communities.)

23. Air Quality Progress Report 2012 and Scottish Government Consultation on Review of Local Air Quality Management in Scotland

An update report was provided on the outcomes of the monitoring and assessment of local air quality in Edinburgh in 2012 in line with the Council's ongoing statutory obligations set out in the Environment Act 1995, the UK National Air Quality Strategy and Scottish Air Quality Regulations.. The report would be submitted to the Scottish Government and the Scottish Environment Protection Agency (SEPA) for approval.

Approval was also sought for officers to work with Lothian Buses and others in identifying funding options on a major programme of retrofitting approximately 240 older buses in their fleet up to current Euro emission standards.

The Scottish Government was in the process of consulting on a review of Local Air Quality Management (LAQM) in Scotland. This was the first full review of how LAQM operated in Scotland since its introduction over 15 years ago and was considering a number of possible changes to improve and refocus LAQM. A proposed draft response to the consultation was submitted.

Motion

- 1) To note the report and the 2013 Air Quality Progress Report for City of Edinburgh Council to be submitted to the Scottish Government for approval.
- 2) To note the trends in air quality in Edinburgh during 2012 which show that improvements in air quality were observed at a number of locations and that further improvements would be necessary at other locations to comply with legislative requirement.
- 3) To note the ongoing voluntary improvements in the emissions standards of the main bus fleets operating within Edinburgh and to recognise more needs to be done to bring air pollution levels on arterial routes below regulatory limits.
- 4) To instruct officers to work with Lothian Buses and others in identifying funding options on a major programme of retrofitting approximately 240 older buses in their fleet up to current Euro emission standards and to note this would require engagement with the Scottish Government to secure grant funding due to the required upfront capital cost of approximately £3.6m over two years.

- 5) To note that the Scottish Government have indicated they would engage with stakeholders to review creation of national, regional or local Low Emission Strategies which may include Low Emission Zones as an option.
- 6) To note that Edinburgh through its pioneering ECOStars scheme which engaged with road freight, support of a retrofit bus exhaust improvement programme, encouragement of modal shift from cars to cycles and cars to buses and tram through park and ride schemes along with improved traffic management and road junction improvements, had the basis of a coherent Low Emission Strategy.
- 7) To approve the draft response to the Scottish Government consultation on a review of LAQM in Scotland as set out in appendix 6 of the report by the Director of Services for Communities.

- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

In similar terms to the motion by Councillor Hinds but to delete paragraph 6) and replace with “

‘To note that the voluntary approach outlined above had failed to improve air quality sufficiently quickly, and therefore agrees to receive a report within two cycles setting out the options for more rapid improvements in air quality, including but not limited to options for low emission zones.’

- moved by Councillor Bagshaw, seconded by Councillor Booth

Voting

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

Decision

To approve the motion by Councillor Hinds.

(References – Transport and Environment Committee 23 November 2012 (item 12); report by the Director of Services for Communities, submitted.)

24. Interim Report on the South West Edinburgh Legionnaires Disease Outbreak June 2012

Professor Alison McCallum, Director of Public Health and Public Policy, NHS Lothian, introduced the interim report on the Legionnaires Disease outbreak in June 2012 which had been produced by NHS Lothian Incident Management Team. The report had been considered by the Board of NHS Lothian who had agreed to accept all the recommendations and had commended all those involved in dealing with the consequences of the outbreak.

Decision

- 1) To note the recommendations for action contained within the Interim Report to NHS Lothian's Board.
- 2) To instruct the Director of Services for Communities to provide such support and assistance as necessary to assist Lothian Health to take forward the actions and activities identified in the report resulting from the Incident Management Team's review of experience gained in investigating and controlling the outbreak.

(References – Policy and Strategy Committee 12 June 2012 (item 2); report by the Director of Services for Communities, submitted.)

25. Waste and Recycling Update

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The positive trend in performance was continuing with the amount of waste sent to landfill so far in 2013/14 reducing by 2,604 tonnes or 7% when compared against the same period last year. Further work was being undertaken to deliver further reductions in landfill and to increase participation in recycling.

Decision

- 1) To note the update.
- 2) To agree that future update reports would include performance information on complaints.

(References – Transport and Environment Committee 15 January 2013 (item 5); report by the Director of Services for Communities, submitted.)

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

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

Decision

- 1) To approve the Work Programme.

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

27. Cleanliness of the City

An update was given on the quality of the City's local environment and the outcomes detailed in the Cleanliness Index Monitoring Systems (CIMS) survey

Decision

- 1) To note the report.
- 2) To request the Director of Services for Communities to meet with Ward Councillors (Leith & Leith Walk) to discuss levels of cleanliness on a ward/neighbourhood basis.
- 3) To request the Director of Services for Communities to meet with Political Group Spokespersons to review the City's programme of cleanliness over the summer months and the level of resources deployed; any proposed actions to be reported back to the Committee together with an update on the Shipshape initiative.

(References – Transport, Infrastructure and Environment Committee 18 June 2012 (item 6); report by the Director of Services for Communities, submitted.)

28. Heritage Lottery Funding Approved – Saughton Park and Gardens

The Committee had previously agreed that an application be submitted to the Heritage Lottery Fund for restoration and regeneration of Saughton Park and Gardens. The first stage application had been successful and funding secured for up to two years for the Council and community to undertake further consultation, research and design work and to prepare a more financially detailed second stage submission in 2015.

Decision

- 1) To note that the first stage application for funding to the Heritage Lottery Fund for restoration of Saughton Park and Gardens had been successful and that the two year Development Phase of the project would commence in summer 2013.
- 2) To note the intention to submit a further more detailed report at the end of the Development Phase in 2015.

(References – Transport and Environment Committee 19 March 2013 (item 37); report by the Director of Services for Communities, submitted.)

29. Gullies – Motion by Councillor Mowat

The following motion by Councillor Mowat was submitted in terms of Standing Order 16:

“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.”

Decision

To approve the terms of the motion and that a summary of the Scottish Water study be circulated to Members for information and to receive a report back to the Committee in 2014.

30. 1984 Road Traffic Act – Motion by Councillor Mowat

The following motion by Councillor Mowat was submitted in terms of Standing Order 16:

“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.”

Decision

To approve the terms of the motion.

31. Seagulls – Motion by Councillor Mowat

The following motion by Councillor Mowat was submitted in terms of Standing Order 16:

“Committee:

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.”

Decision

To approve the terms of the motion and that a briefing note be prepared for elected members identifying potential issues and a short term plan of action to address these.

32. A Tree for Every Child – Motion by Councillor Booth

The following motion by Councillor Booth was submitted in terms of Standing Order 16:

“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.”

Decision

- 1) To approve the terms of the motion and that the issues raised would be considered as part of the overall consultation on the Tree and Woodland Action Plan.
- 2) To note that a report would be submitted to the Committee in 2 cycles which would include details of associated revenue and capital costs.

Transport and Environment Committee

[Period from January 2014 to March 2014]

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	The Local Transport Strategy 2014-2019	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
2.	Review of George IV Bridge to King's Buildings Quality Bike Corridor	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
3.	HS2 Phase Two Consultation	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
4.	Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
5.	Parking Satisfaction Survey 2013 – The Results	14 Jan 2014		Mark Turley, Director of Services for Communities	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
				Lead officer: John Bury John.bury@edinburgh.gov.uk	
6.	Transport Annual Report (2012-2013)	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
7.	Representations to the Dreghorn Loan (Polofields) Road Construction Consent (ED/13/0013)	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
8.	Petition: Ban Cycling on City Centre Pavements by Cyclists over 12 years	14 Jan 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
9.	Bus Lane Network Review – Objections to Traffic Regulation Order Amending/Removing Various Bus Lanes	18 Mar 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
10.	Transport Forum	18 Mar 2014		Mark Turley, Director of Services for Communities Lead officer: John Bury John.bury@edinburgh.gov.uk	
11.	Leith Programme (Foot of the Walk to Pilrig Street) – Objections to Traffic Regulation Order	18 Mar 2014		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
12.	Trees in the City Action Plan - Outcome of Consultation	14.01.14	All	Mark Turley, Director of Services for Communities Lead officer: David Lyon David.lyon@edinburgh.gov.uk	
13.	Public Bowling Greens	14.01.14	All	Mark Turley, Director of Services for Communities Lead officer: David Lyon David.lyon@edinburgh.gov.uk	
14.	PQA/Green Flag Bulletin	14.01.14	All	Mark Turley, Director of Services for Communities Lead officer: David Lyon David.lyon@edinburgh.gov.uk	
15.	Landfill and Recycling Update report	14.01.14	All	Mark Turley, Director of Services for Communities Lead officer: David Lyon David.lyon@edinburgh.gov.uk	

Transport and Environment Committee

10 am Tuesday 29 October 2013

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p>Convener Cllr Lesley Hinds</p>  <p>Vice- Convener Cllr Jim Orr</p> 	<ul style="list-style-type: none"> • Cllr Robert Aldridge • Cllr Nigel Bagshaw • Cllr Gavin Barrie • Cllr Chas Booth • Councillor Deidre Brock • Cllr Karen Doran • Cllr Nick Gardner • Cllr Bill Henderson • Cllr Allan Jackson • Cllr Karen Keil • Cllr Mark McInnes • Cllr Joanna Mowat • Cllr Ian Perry • Cllr Andrew Burns (ex officio) • Cllr Steve Cardownie (ex officio) 	<p>Marie Craig Business Manager ☎ 0131 529 7739</p> <p>Louise Wood Business Manager ☎ 0131 469 5583</p> <p>Lesley Birrell Committee Services ☎ 0131 529 4240</p> <p>Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news

Transport for Edinburgh

A Transport themed, consultative workshop will take place on 11 November 2013, in Almond Neighbourhood Partnership. The workshop is intended to engage with the local community on options for feeder bus services to Tram.

In particular partners have requested clarity on how the proposed integrated approach will operate in areas, which currently receive limited service by Lothian Buses and a more detailed outline proposed travel options between Dalmeny Station and Gogar tram interchange.

To support further discussion Cllr Hinds, as Convener, together with relevant CEC officers will attend the workshop to explore these issues and establish the most effective way forward.

Background

Complete and meets Pledges and Outcomes: P3, P18, P22, CO2

Integrated Catchment Modelling Study

The City of Edinburgh Council has been collaborating with Scottish Water and East and Midlothian Councils to undertake an Integrated Catchment Modelling Study (ICM) in relation to the Flood Risk Management (FRM) (Scotland) Act 2009. A collaboration agreement has now been signed for the study, which will be overseen by the Scottish Environment Protection Agency.

Under the FRM Act all Councils have a duty to identify measures to alleviate flooding, including flooding from surface water run-off and urban drainage. The ICM study will establish the risk of flooding to roads and properties from the combination of river, coastal, sewers and water flowing overland following high rainfall within Edinburgh area. The identification of the extent of flooding and recommendations on options to reduce flood risk are the project deliverables.

This study was referred to, in the recommendations laid out in the 'Flooding of Balcarres Street' report to the TIE committee, 29 November 2011. This study was also discussed during the elected members workshop "Does Your Constituency Flood?" which was held on the 16th January 2013.

The study commenced on 29th March 2013 with Halcrow Group Limited (a CH2M Company) being the successful tenderer. The study is to be completed by December 2015. The total cost of the ICM study is estimated at £1.6million and the contribution to be made by the City of Edinburgh Council is estimated at £390,000.

Recent news	Background
<p>Water of Leith Flood Prevention Scheme</p> <p>In considering a report on the Water of Leith Flood Prevention Scheme the Transport and Environment Committee, on 4 June 2013, agreed that a working group, comprising of elected members, community councils, major stakeholders and Council officers be formed. The purpose of the group to explore and investigate fully a reconfigured Phase 2 of the Water of Leith Flood Prevention Scheme. The first Stakeholder Meeting was held on 23 September 2013.</p> <p>At the meeting, it was explained that it was intended to reconfigure the proposals for Phase 2 and concentrate efforts in the Murrayfield/Roseburn area to make best use of the available funds. It was explained that the form of the proposed defences would be reviewed in light of lessons learned on the first Phase of the project.</p> <p>Major issues that were discussed included possible locations for the site compound, continued provision of services such as water and power supplies to homes and businesses and the need for a major gas main diversion. Access arrangements for construction purposes and continued access for residents and business during construction were also discussed.</p> <p>It was confirmed that the objections raised by the Scottish Rugby Union (SRU) had been incorporated in the Scheme as currently developed. However it was also intended to re-engage with the SRU to clarify their current needs.</p> <p>The next Stakeholder Meeting has been arranged for 2 December 2013 and invites have been sent out to form a Working Group.</p>	<p>The latest update on Phase 2 was made to the Transport and Environment Committee on 4 June 2013.</p> <p>The Council agreed to progress the WoL FPS in Phases on November 2009.</p> <p>1532 residential properties and 78 commercial properties now enjoy protection from flooding on Phase 1.</p> <p>Lessons have been learned from the first phase of the work which was reported to the T&E Committee in June 2013. These lessons will be referenced in the further development of Phase 2 with a view to providing cost certainty and reducing the time for construction.</p> <p>Over 500 properties are at risk of flooding in the Murrayfield / Roseburn Area.</p>
<p>Cammo Estate Advisory Committee</p> <p>The minute from the Cammo Estate Advisory Committee held on the 26 June 2013 is attached at Appendix one of the Business Bulletin.</p>	

Eco-schools

Eco-schools is an international initiative to promote environmental awareness and action, run in Scotland by Eco-Schools Scotland and managed in Edinburgh by Services for Communities. The Eco-Schools programme was developed by the Foundation for Environmental Education and introduced to Scotland in 1995. It recognises the work schools carry out to keep improving their environment and in making the wider community aware of sustainability issues. To become an Eco-School, schools work through a recognised structure and a choice of ten topics - energy, water, transport, health and wellbeing, school grounds, biodiversity, food and the environment, litter, sustaining our world and waste minimisation. Schools can then apply for an Eco-Schools award. There are three levels of award- bronze, silver and green flag.

There are currently 272 schools registered as Eco-Schools in Edinburgh, representing 93% of all local authority schools. 92 schools have green flag status, the highest Eco-Schools award (these figures include local authority, independent schools, private and partner provider nurseries). Schools are supported in Edinburgh with a wide programme of activities, resources, events and competitions to ensure their continued engagement and progression through the Eco-Schools programme. In 2013, this included:

- A growing competition run in partnership with Gardening Scotland, Edinburgh Zoo and the Royal Caledonian Horticultural Society.
- The annual schools daffodil planting competition with the Royal Caledonian Horticultural Society.
- The annual Eco-Schools Celebration, held in June 2013 at Edinburgh Napier University and attended by approximately 200 staff and pupils from 45 schools.
- A 'Litterless Lunchtimes' initiative with 4 secondary schools funded by Zero Waste Scotland's Litter Innovation Fund.
- Education support and engagement with three primary schools to support 'A Concert for Bees'.
- The annual Green Pencil Award creative writing competition for P4-P7 launched on 29 August at Leith Library.
- Ongoing work with six pilot schools as part of the Sustainability and Carbon Reduction Integrated Property Facilities Management work stream to

develop a campaign for reducing energy consumption and raising awareness of energy efficiency in schools.

- Working with six primary schools to develop food education projects, funded by Education Scotland.
- Developing support for new 'Learning for Sustainability' recommendations with the council's Outdoor Learning and International Units in Children & Families.
- Schools benefitting throughout the year from a series of themed CPD teacher training events, one to one visits, regular newsletters, including funding opportunities, website and email/phone support.

For more details on Eco-Schools in Edinburgh, please contact Helen Stockham (Education Officer, Parks and Greenspace Service) on helen.stockham@edinburgh.gov.uk

Forthcoming activities:

Transport for Edinburgh

Councillor Hinds to participate in an initial discussion meeting with members of the Almond Neighbourhood Partnership on Monday 11 November 2013.

Integrated Catchment Modelling Study

Work is ongoing.

Water of Leith Flood Prevention Scheme

A public exhibition will be arranged to provide the facts and illustrate a potential reconfigured scheme for the Murrayfield/Roseburn area.

The working group will be formed but in addition to this, meetings will be held with individual stakeholders with a view to determining their needs.

The Council shall investigate and evaluate the need for the major gas main diversion.

Forthcoming meetings:

The Policy Development and Review Sub-Committee will meet on 26 November 2013. Papers for this meeting will be available online from 19 November 2013.

The next meeting of the Transport and Environment Committee will be at 10 am on 14 January 2013 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from 7 January 2013.

Cammo Estate Advisory Committee

Edinburgh 26 June 2013

Present:-

Representing the National Trust for Scotland – Christopher Cassels and Sinclair Williamson.

Representing the City of Edinburgh Council – Councillor Karen Keil and Norman Work.

In Attendance:- Harry Taylor (Friends of Cammo), Dr David Osler (Cramond and Barnton Community Council), Alan McGregor (Regional Park Manager) Jenny Hargreaves (Senior Natural Heritage Officer) and Lee Rankin (Natural Heritage Officer) (from Services from Communities), Lesley Price (Estate Manager, City Development) and Blair Ritchie (Committee Services).

Apologies:- Carol Smith.

1. Chair

In the absence of the Convener, Christopher Cassells of the National Trust for Scotland was appointed to the Chair.

It was explained that the National Trust for Scotland was looking for a replacement for the previous convener. There would be a meeting of the National Trust on 5 July 2013 and it was hoped that a new chair would then be appointed.

2. Welcome

A staff member of the National Trust for Scotland was welcomed to the meeting.

3. Minute

Decision

The minute of the meeting of 27 March 2013 was approved as a correct record subject to the amendment of:

Item 5.2 to "Plaque in memory of previous owner".

Item 6 to "National Trust for Scotland".

3. Matters Arising

3.1 Traffic Management

The Senior Natural Heritage Officer indicated that there was nothing to report on traffic management.

4. Cammo Estate Management Plan

The Natural Heritage Officer gave a verbal update on the following issues:

Site Management

- Weekly patrols were being carried out onsite (including a check of the farmhouse, car park, a litter pick and site health and safety).
- The cutting of rank and woody vegetation on South West and Larch Tree Meadows was undertaken in April by Natural Heritage Service (NHS) Staff.
- The ongoing removal of a redundant post and wire fencing.
- The repair of holes in the wall of the old house by a stonemason.
- The removal of vegetation and undergrowth encroaching the Pintetum, which was ongoing.
- The removal of fly tipping from the car park by the task force on 23 May.
- Butterfly transect surveys were carried out on a weekly basis by a National Heritage Service officer as part of their duties on a Thursday at Cammo Estate.
- The removal of an unauthorised structure from the vicinity of the badger sett. Plywood boards and posts were left after the construction of the structure. These were removed by NHS staff.
- Two breaches to the farmhouse were repaired by Estates on 23 May.

Farmhouse Sale

- On 7 May 2013, there was a site visit by the Planning Reporter from the Scottish Government regarding the development of the Home Farm. Boards were removed from the building and viewed from the exterior. The group was given a tour of the site by the former Natural Heritage Officer for Cammo.

Management Plan

All site works were carried out in accordance with the adopted Management Plan, which included:-

Volunteers.

- The Friends of Cammo Estate.

- Trust for Conservation Volunteers (formally British Trust for Conservation Volunteers).
- Edinburgh College (formally Stevenson College).
- City of Edinburgh Council Natural Heritage Service volunteers.
- New Caledonian Woodlands.
- The Green Team.

Projects

- ICONIC Tree Project- following visits and advice from the Royal Botanic Gardens, the dead Chilean Yew Plum was to be replaced and the specimen which had been in poor health was to receive a soil conditioning treatment, which should restore the tree to full vigour. The work would be carried out by the Botanic Gardens and the Natural Heritage Service. The Natural Heritage Officer would pursue this and provide a progress report.
- The restoration of “pineapple” sculptures - specialist stonemasons would be consulted and prices requested for the restoration of the sculptures to the stone stairway. Potential contractors had been identified and estimates and quotes had to be obtained.

Forthcoming Activities

- The removal of encroaching vegetation from the Pinetum - the Forestry Squad would assist with work, clearing felled and fallen tree debris. Timber would be chipped and utilised on site as path surfacing material. The Natural Heritage Officer would look at the possibilities for additional volunteer and corporate groups to assist with path construction.
- Further cutting of the Larch Tree and South West Meadows would take place to further weaken wood and rank vegetation regeneration. Vegetation regeneration would be assessed and a meadow restoration strategy would be drafted looking at methods of woody vegetation removal and suppression, soil condition and suitable species for each site. The Larch Tree Meadow might be more suitable to be developed as a woodland glade type habitat, requiring less intensive management. The South West Meadow would contain a more traditional meadow species mix.
- Yellow Rattle would be introduced into the North Meadow following the autumn cut and lift. A conservation task was planned for 1 October, sowing yellow rattle seed. Various sowing methods and ground preparation methods would be employed on marked plots to ascertain the best method of site preparation for future introductions.
- The removal of a fallen beech from the path at the south west corner by Natural Heritage Service staff.

The Senior Natural Heritage Officer indicated that there would be a team day with Parks and Greenspace staff in August which included the Forestry Team to undertake

activities on site. The farmer who had cut the fields previously had been contacted to carry out with grass-cutting and discussions would take place with the head of the Forestry Team regarding the Walled Garden.

Discussion took place on the possible use of the Walled Garden, which included the planting of orchard trees, the use for allotments, and the condition of the walls.

Decision

To note the position.

4. Interpretation of the Estate

It had been previously agreed that the Natural Heritage Officer discuss the installation of directional signage with the Senior Natural Heritage Officer.

Details were provided of the various methods of signage for the estate, which included self-guided trails. Various designs were shown to the members and it was explained that these should be in harmony with the estate. It would be possible to use Quick Response (Q.R.) codes, as opposed to the traditional boards, which could be scanned and linked to web-sites.

Discussion took place on the type of signage being considered. This included the cost of the signs, the type of material, the possible location and the possible use Q.R. coded boards. There was further discussion on the need for a balanced approach for signage, so that modern methods would complement traditional methods and that the colour of the signage should be appropriate for the estate.

Decision

- 1) That the members study the maps provided of the site and provide suggestions on where the signage should be located.
- 2) That the members then provide feedback to the Natural Heritage Officer for the next meeting of the Advisory Committee.

(Reference – Cammo Estate Advisory Committee 27 March 2013 (item 4.)

5. Cammo Home Farm

The Advisory Committee had previously discussed the proposed sale of the Home Farm.

The Estate Manager indicated that there had been no change regarding the proposed sale of the Home Farm. Services for Communities was still waiting for the decision of the Reporter from the Directorate for Planning and Environmental Appeals, but in the event of any progress, she would forward the information to Committee Services, who would then forward this to the members.

Decision

To note the position.

(Reference – Cammo Estate Advisory Committee 27 March 2013 (item 5.)

6. Any Other Business

6.1 Resignation

The member from the Barnton and Cramond Community Council indicated that he was resigning from the Advisory Committee.

The Acting Chair thanked the member for his contribution to the Advisory Committee.

6.2 Wild Flowers in Field

The "cut and lift" method which was being employed in grass-cutting was encouraging wild flowers, but this method would help the quality of the grass in the long term.

6.3 Map of Estate

Decision

The Natural Heritage Office indicated that he would e-mail the map of the estate to Committee Services, who would forward this to the members of the Advisory Committee.

7. Date of Next Meeting

Wednesday 2 October 2013 at 2.00 pm in the Cammo Lodge.

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Building a Vision for the City Centre – Consultation Outcome

Item number	7.1
Report number	
Wards	11 – City Centre

Links

Coalition pledges	P19 , P24 , P28 and P31
Council outcomes	CO7 , CO19 , CO20 and CO22
Single Outcome Agreement	SO1 and SO4

Mark Turley

Director of Services for Communities

Contact: Tricia Brocklebank, City Centre Programme Manager

E-mail: tricia.brocklebank@edinburgh.gov.uk | Tel: 0131 529 4117

Building a Vision for the City Centre – Consultation Outcome

Summary

Following approval by the Transport and Environment Committee, on the 19 March 2013, extensive consultation has taken place with residents and stakeholders on a proposal to improve the City Centre. The consultation findings, overarching objectives and changes to be trialled as phase one of a long term delivery plan are outlined in this report. The report also includes a summary of initial findings from the additional activities that were hosted on George Street during August this year.

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

Both the consultation findings and the current policy context remain key to developing the way forward. These form the basis of the first phase that will be trialled, as well as the development of a longer term strategic vision. The proposed trial will help to build up a comprehensive base of empirical evidence to assess its effectiveness.

Recommendations

It is recommended that Committee:

- 1 notes the outcome of the consultation process;
- 2 agrees to proceed with the trial proposal outlined in paragraph 2.24;
- 3 notes that monitoring and evaluation of the trial will be regularly carried out through an oversight group; and
- 4 notes that targets are to be established, monitored and evaluated to determine the success of the trial along with other associated initiatives.

Measures of success

Increased footfall and spend within the City Centre.

An improved position in the UK retail rankings.

The delivery of a project within agreed timescales and budget.

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

A more attractive City Centre environment for those living in, working and visiting the area delivered in line with a long term strategic vision.

Financial impact

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

Equalities impact

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

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

Issues around accessibility and safety from the proposal were highlighted by equalities groups and many other respondents. They noted the effect on the Rights to Standard of Living for the elderly and those with disabilities. The impact on accessibility will be monitored as part of the evaluation of the trial.

Sustainability impact

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

A pre-screening exercise for the Strategic Environmental Assessment is underway and will be submitted to the Scottish Government in line with regulatory requirements.

Consultation and engagement

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

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

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

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

Background reading/external references

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

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

Building a Vision for the City Centre – Consultation Outcome

1. Background

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

2. Main report

Policy and Strategy Context

- 2.1 In 2010, the Council commissioned the international urban design consultants, Gehl Architects, to review the city centre public spaces. The consultants identified three main challenges in Edinburgh's City Centre:
- traffic dominated streets, particularly the volume of buses on Princes Street;
 - improving the quality of the pedestrian experience; and
 - replacing single use blocks of the streets with a variety of uses.
- 2.2 The report did not in itself identify the solutions to these challenges, so these have been further considered by the Council. The Gehl philosophy is based on "learning by doing", supporting the approach of a properly evaluated trial. The Council consulted on an option based on a more pedestrian-focussed allocation of space in the core City Centre and the main retail area of Princes Street and George Street.
- 2.3 The Council also have a number of initiatives and strategies that set out the overarching objectives around travel, transport and public realm.
- 2.4 The Council's proposed [Local Transport Strategy](#) (LTS) sets out policies and actions for the next five years to contribute to the vision of Edinburgh as a successful and sustainable capital city. This is supported by the [Public and Accessible Transport Action Plan](#) (PATAP) and [Active Travel Action Plan](#), which set out a series of actions to encourage greater use of public transport, and encourage walking and cycling in the city by 2020. The LTS also considers the introduction of Low Emissions Zones which would help benefit the City Centre environment through improving air quality. The trial should also complement the investment that is being made in major transport projects, such as the tram.
- 2.5 The Council has a planned approach to delivering improvements to its public realm, through the [Public Realm Strategy](#). Public realm is defined as parts of the city that are available for everyone to see and use without charge. Improvements to, and the provision of, good quality public realm is one of the key components to achieving a successful place.

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

- Distinctive: street design should respond to local context to deliver places that are distinctive.
- Safe and pleasant: streets should be designed to be safe and attractive places.
- Easy to move around: streets should be easy to move around for all users and connect well to existing movement networks.
- Welcoming: street layout detail should encourage positive interaction for all members of the community.
- Adaptable: Street networks should be designed to accommodate future adaptation.
- Resource efficient: Street design should consider orientation and use of sustainable materials.

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

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

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

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

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

The Consultation Process

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

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

2.14 A series of events were also held including:

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

2.15 A number of written submissions have also been received from stakeholder organisations. These are available on the Council's web pages.

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

- 2.17 A valid petition was received and considered by the Petitions Committee at its meeting on 18 April 2013. The petition requested that Princes Street be freed of all motor traffic to allow development of the kind of Princes Street envisaged in the Gehl report. The petition and the points raised within it have been included in this consultation exercise and provide valuable context for a long term vision.
- 2.18 Lothian Buses provided a comprehensive and detailed response to the consultation. Its preferred outcome is that buses continue to operate on Princes Street in both directions. It highlighted the need to ensure integration with vehicle movements at the West End and Waverley Bridge, adequate arrangements for road closures, emergencies, events and concerns around the location and size of bus shelters. The Council will continue to work closely with Lothian Buses throughout the development and implementation of the trial.
- 2.19 Traffic modelling was undertaken, in parallel to the consultation exercise, to show the impact on traffic movements and any resultant displacement of traffic.

Summary of Consultation Findings

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

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

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

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

Princes Street

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

George Street

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

Connecting the City Centre

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

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

Responding to the consultation

2.23 In order to respond to the views expressed in the consultation, it is proposed that there is a phased and informed approach to changes in the City Centre. There is a broad consensus that the City Centre can be changed and improved, but this needs to be well planned, managed and the benefits clearly demonstrated if it is to secure public support. All changes and actions will be implemented in the context of a wider vision and objectives and remain focused on:

- Improving the quality of pedestrian experience in the core City Centre area with increased space;
- Promoting a “café culture” and encouraging more on street activity;
- Creating a vibrant evening atmosphere by promoting late night opening by retailers and other attractions;

- Improving the air quality within the City Centre;
- Making the City Centre more permeable for cyclists;
- Reviewing the approach to parking provision in the City Centre;
- Improving access to the City Centre for the elderly and people with disabilities; and
- Improving approach to management of waste in the City Centre.

Phase 1

2.24 Phase 1 of the longer term plan will be a trial for 12 months. This follows the principle of “learning by doing” and incorporates the following:

George Street

- Introduce a one way traffic system on George Street to allow the footway to be extended. The location of the extended footway and direction of traffic will be agreed in consultation with key stakeholders;
- Work with Essential Edinburgh to organise and promote additional activity on the street;
- Encourage retailers to open later and maximise the benefits of increased activity and footfall; and
- Create a two way cycle route to connect the National Cycle network at the east and west end of the City Centre.

Princes Street

- Bus services will continue to operate in both directions for the 12 month trial to allow assessment of impact and integration of the tram service;
- Improve the quality and function of the space at the junction of Castle Street and Princes Street to allow for a greater range of activities to take place. This will include the implementation of an operation plan for markets in Castle Street;
- Continue to work with retailers to extend their opening hours; and
- Work with all the main bus operators including Lothian Buses to review bus frequency and volume along Princes Street with a view to reducing the numbers crossing the City Centre.

Other City Centre improvements

- Review the traffic management arrangements following the introduction of tram passenger service in 2014, specifically in relation to the relationship between bus and tram services and movement;
- Undertake a comprehensive review of parking provision in the City Centre including investigation of alternatives to on street parking, with a view to maintaining the current levels, but creating more space for pedestrians and cyclists;
- Increase cycle parking provision in the City Centre; and
- Review the timing of key City Centre junctions with a view to increasing the pedestrian priority.

Waste and Appearance

- Investigate the options for improving the management of trade waste to maximise recycling and minimise the amount of on-street waste and collections. Options on this are outlined to this Committee in a separate report.
- Undertake a systematic approach to decluttering and removal of unnecessary street furniture and signs. It will also progress targeted repair of damaged footways and carriageway within the City Centre area.

August Festival Feedback

2.25 The August festival this year provided an opportunity for Essential Edinburgh in partnership with the City of Edinburgh Council, the Festivals, and George Street businesses to test different uses and partial pedestrianisation of the street. This allowed the extension of food and drink offerings and created a café culture complemented by art and other entertainment. This helpfully served to test out some of the elements outlined above as the phase one trial.

2.26 Initial feedback from businesses and visitors to the street has been generally positive. Many commented on the positive festival atmosphere and welcomed additional outdoor dining space for cafés and restaurant, albeit with favourable weather conditions. The footfall in George Street increased as a whole by just under 20% compared with the same month last year. There were some problems with access to stores and deliveries, waste collection and concerns about the appearance of the additional seating areas and parking barriers. All of these issues will be taken into account during the design and management of a 12 month trial as well as allowing adequate time for planning, design and discussion with relevant businesses. This will also take account of the outstanding remit to report back to this Committee on the future use of George Street during the Edinburgh Festival.

Longer term planning and research

2.27 To respond to concerns about the absence of a longer term plan that covers the whole of the City Centre the Council will continue to develop and articulate a long term vision and action plan, with clear objectives and outcomes. This will cover the City Centre in its entirety, not just Princes Street and George Street. This will include the areas within the old and new town World Heritage Site. It is important to identify and plan improvements based on the characteristics of individual areas such as the West End and Old Town as well as identify key linkages such as specialist retail and cultural attractions.

2.28 Based on the consultation feedback consideration should be given to commissioning a comprehensive survey of origins and destinations of users and visitors of all modes of transport to fully understand the patterns of City Centre travel. This could be used to establish a baseline of data and assess the effectiveness of the trial. It would also greatly help to inform a longer term strategy on bus services in the City Centre to be progressed with the main bus operators. This strategy can also be considered in the context of evidence of tram use in the City Centre.

2.29 Wider consideration will also be given to the use of space in the City Centre including provision for festivals, events and marches and to set out a strategy for the use of key City Centre spaces as part of the review of events management.

Complementary Initiatives

2.30 The trial will be complementary to a number of other strategies that are being progressed by the Council. This includes the exploration of more 20mph limits in areas of Edinburgh including the City Centre. The Council will also develop options to help improve air quality in the city centre and will report and consult on these in 2014.

- 2.31 Lothian Buses is pursuing initiatives which reduce the environmental impact of their operations, including increasing the number of diesel-electric hybrid buses operating on Princes Street. These and other measures will significantly reduce the detriment to local air quality.
- 2.32 Following the approval of a consultation exercise on change of use of shop units on Princes Street, the Council will promote this opportunity and encourage a greater variety of establishments. The Council will also continue to work with owners and agents of Princes Street properties to encourage use of the upper floors.
- 2.33 A strategy to improve the promotion and marketing of the City Centre is also under development and will be delivered in partnership with Essential Edinburgh and Marketing Edinburgh. This should also help to improve Edinburgh's position in the UK retail rankings.

Summary of changes

- 2.34 In summary, the main elements of the proposed 12 month trial are:
- implementation of a one way system for general traffic and buses on George Street;
 - temporary extension of the footway on George Street;
 - accommodation of a two way cycle route on George Street; and
 - buses to continue to operate in both directions on Princes Street.

Next steps and Implementation

- 2.35 Following approval of the recommendations of this report, a detailed design based on the proposal outlined at paragraph 2.24 will be developed and further discussions will take place with relevant stakeholders. This will include a Road Safety Audit.
- 2.36 It is proposed to implement the trial using an experimental traffic regulation order process.

Evaluation of trial changes

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

3. Recommendations

3.1 It is recommended that the Committee:

- 3.1.1 notes the outcome of the consultation process;
- 3.1.2 agrees to proceed with the trial proposal outlined in paragraph 2.24 including development of a detailed design and implementation;
- 3.1.3 notes that monitoring and evaluation of the trial will be regularly carried out through an oversight group; and
- 3.1.4 notes that targets are to be established, monitored and evaluated to determine the success of the trial along with other associated initiatives.

Mark Turley

Director of Services for Communities

Links

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



BUILDING A VISION FOR THE CITY CENTRE

The City of Edinburgh Council

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

APPENDIX 1

Executive Summary

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

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

Princes Street

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

George Street

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

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

Connecting the City Centre

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

Background

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

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

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

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

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

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

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

CITY CENTRE VISION

In total, 1,655 individuals and organisations responded to the online survey, around 300 personally attended an open day, focus group or meeting and around 100 made written submissions by letter or email. Of the online respondents¹:

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

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

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

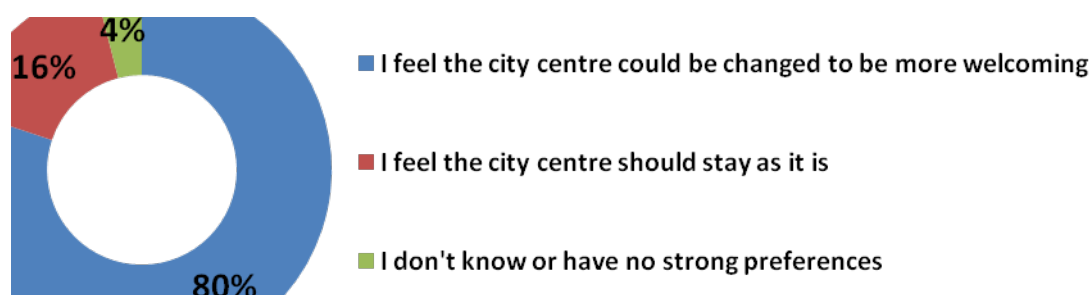
This report is intended to be read as an appendix to a report to committee and therefore makes no recommendations itself.

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

Introduction

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

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



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

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

Princes Street

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

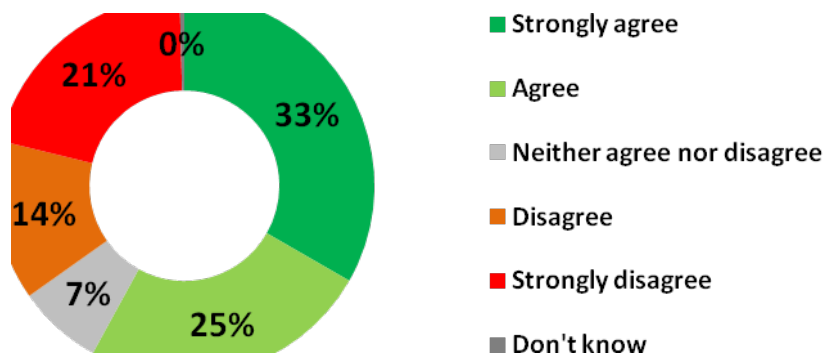
Feedback on travel arrangements along Princes Street is located in the “Connecting the City Centre” section of this report. This section deals with two main themes:

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

Use of Space on Princes Street

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

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



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

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

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

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

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

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

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

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

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

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

Use of Buildings on Princes Street

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

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

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

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

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

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

George Street

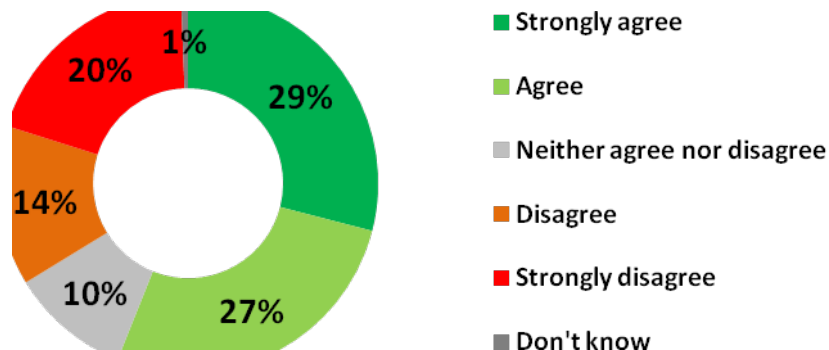
An iconic Georgian thoroughfare originally envisaged as the heart of Edinburgh's New Town, in recent years an upmarket social and retail offering has helped make George Street one of the most city's most important shopping areas. Despite lacking the castle and gardens of its neighbour Princes Street,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

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

Use of Space on George Street

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

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



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

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

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

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

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

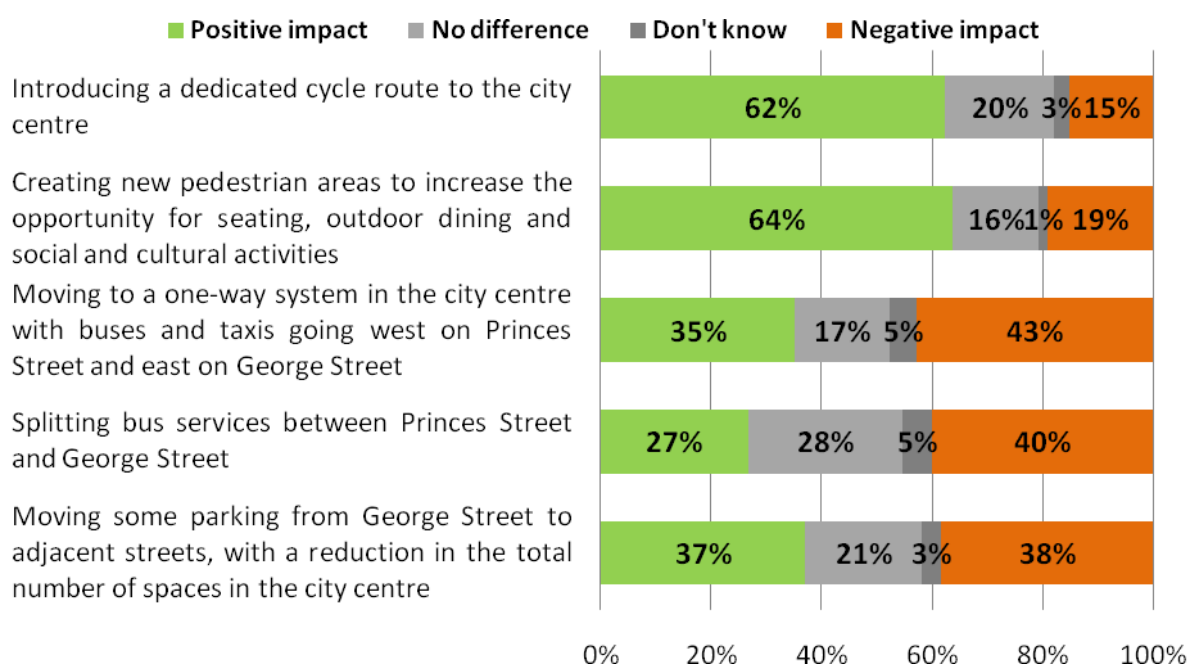
Other respondents felt that it was important to maintain parking facilities on the street – this is discussed in more detail later in this report – and that there is currently enough space available on George Street for pedestrians. They felt that George Street does not have the pedestrian congestion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

Connecting the City Centre

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

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

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



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

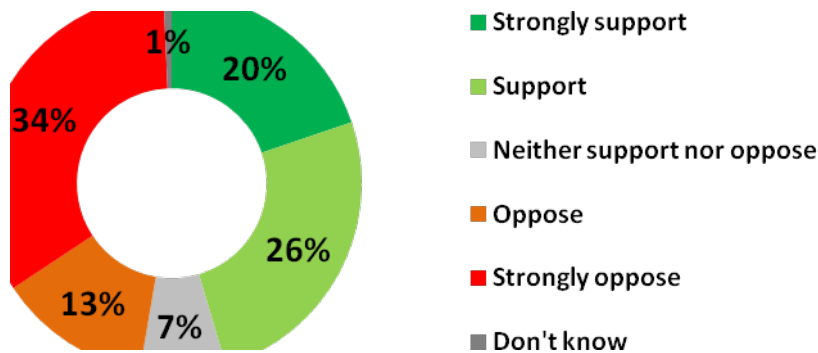
These figures give a good sense of the general tone of the feedback. To address all of the issues raised by respondents, this section is divided into the following themes:

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

General Traffic

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

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



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

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

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

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

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

Bus Traffic

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

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

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

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

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

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

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

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

Parking

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

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

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

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

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

Cycling

A proposed dedicated two-way cycle route along George Street was generally welcomed and recognised as increasing the overall ease and safety of cycling through the city centre². Amongst regular cyclists, opinion of the ease of access and safety created by the George Street route was even more positive³. There were questions raised about how this would integrate with other cycle routes through the city – in particular the areas of concern were connections to Leith at the top of Leith Walk and connections to the west of Edinburgh at Shandwick Place. The priority in both cases was ensuring an integrated and safe cycle network.

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

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

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

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

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

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

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

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

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

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

Pedestrian Routes and Signage

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

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

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

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

Conclusions

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

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

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

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

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

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

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

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

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

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

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Transport and Environment Committee

10 am, Tuesday, 29 October 2013

Appointment of Interim Recycling and Resources Manager

Item number	7.2
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Appointment of Interim Recycling and Resources Manager

Summary

The organisational review of Waste and Fleet Services has created the post of Interim Recycling and Resources Manager. This manager has responsibility for refuse and recycling collections, waste disposal, community recycling centres, complaints and trade waste.

The post was advertised on the myjobscotland website and when no suitable candidates applied through this route, advertisements were placed online and in the national press. No suitable candidates were found who were prepared to take on the assignment working as an employee on a fixed term contract.

The appointment to this post is necessary to deliver a programme of cultural change, the implementation of the asset management system between September and December 2013 and the introduction of the new recycling service in 2014. The appointment of an Interim Recycling and Resources Manager on a consultancy basis will provide much needed management capacity immediately and sufficient time to address the fundamental legacy issues, support the planned service changes and establish firm foundations for future service delivery. An appointment was made on 10 June 2013, on a consultancy basis, for an initial three month period. Committee is now asked to approve the decision to extend the appointment for a further 9 months.

Recommendations

1. To approve the appointment of an Interim Recycling and Resources Manager on a consultancy basis, for a further period of 9 months.

Measures of success

Reduced numbers of complaints regarding refuse collection.

Improve management capacity.

Implementation of the asset management system and the redesigned recycling service.

Financial impact

The consultancy rate is equivalent to a salary of £79,000 against a post with a maximum salary of £69,000. The additional costs can be absorbed within the existing service budget.

Equalities impact

There is no equalities impact as a result of this report

Sustainability impact

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

Consultation and engagement

The Convenor and Vice Convenor have met the successful candidate.

Background reading / external references

Appointment of Interim Recycling and Resources Manager

1. Background

- 1.1 There has been a financial imperative to implement changes quickly within Waste Services, most notably the introduction of managed weekly collections in September 2012.
- 1.2 Whilst significant financial savings have been delivered there remain a number of persistent problems that must be tackled in order to reduce complaints, improve recycling services and improve customer service.
- 1.3 Further service changes are also required to implement the redesigned recycling service and deliver further cost saving measures.
- 1.4 Following the Council decision to re-align management reporting lines, Fleet Maintenance and the Corporate Transport Unit merged with Waste Services to create a new service unit. An organisational review of Waste Services was needed to create a structure that reflected the integration of these two sections as outlined in the internal improvement programme.
- 1.5 Waste Services has been in a state of transition for several years as the service evolved through different management arrangements. This transition resulted in a gradual change of responsibility for many people and the organisational review will create a more stable structure that has the appropriate capacity to manage the service in the future.

2. Main report

- 2.1 The organisational review of Waste and Fleet Services has created the post of Interim Recycling and Resources Manager. This manager has responsibility for refuse and recycling collections, waste disposal, community recycling centres, complaints and trade waste. These are predominantly the areas of the new service which provide frontline services to the residents of Edinburgh and pose the biggest reputational risk if they go wrong.
- 2.2 There is a legacy of old fashioned management practices, poor customer care and a lack of good performance management in these areas that the post holder will be required to tackle. Major cultural change is required within this team to tackle these problems and create more positive working relationships following the protracted industrial dispute.

- 2.3 The post was originally conceived as a fixed term contract for 12 months to lead the implementation of further major service changes including the introduction of a new asset management software system, the initial implementation of the redesigned recycling service and a review of health and safety practices. At the end of this period the continued requirement for this post will be reviewed. If it is still required the post will be recruited to on a permanent basis but it is hoped that internal capacity will have improved sufficiently as existing staff are up skilled during this period.
- 2.4 The asset management system will be used to record and allocate work, manage performance, track complaints and includes the provision of in-cab devices for crews. All of which require a complete overhaul of work processes and significant cultural change for the staff involved.
- 2.5 Redesigning the recycling service and delivering the service in house involves the transfer of staff from the Council's current contractor and the introduction of new routes for kerbside recycling collections.
- 2.6 The history of this service area, ongoing and persistent service issues and future service developments all make it essential to appoint an experienced operational manager with a proven track record of delivering high quality services.
- 2.7 Candidates for the Interim Recycling and Resources Manager post were initially sought via the MyJobScotland recruitment portal. No suitable candidates applied through this route.
- 2.8 Adecco, the Council's agency contractor, and their sub-contractor, Badenoch and Clark, were asked to put forward candidates. They publicised the vacancy via their own websites, placed online advertisements and advertised in the national press, but again no suitable candidates were found.
- 2.9 This led to a trawl of other agencies which have a stronger focus on this type of service area. They utilised existing network contacts within the industry to identify potential candidates, but none were found who were prepared to take on the assignment working as an employee on a fixed term contract. Several interim managers who work on a consultancy basis were interviewed. This was considered preferable to leaving the post vacant or significantly delaying the recruitment given the current challenges facing the service.
- 2.10 Only one candidate had the depth of experience, track record and ability to manage change. This candidate has 26 years of experience working in waste services and has delivered service improvements in 17 local authorities and 3 private sector companies. References from other local authorities endorse the abundance of sector specific experience possessed by this candidate, his thorough approach and strong people management skills.
- 2.11 The Interim Recycling and Resources Manager was initially employed on 10th June 2013 on a 3 month contract because the value of a longer contract requires the approval of the relevant executive committee under the "Guidance on the Appointment of Consultants". This contract is now continuing with a rolling 28 day notice period pending the approval of this committee.

2.12 The appointment of this candidate for a further 9 months will support a programme of cultural change, the implementation of the asset management system between September and December 2013 and the introduction of the new recycling service in 2014. This provides much needed management capacity immediately and provides sufficient time to address the fundamental legacy issues, support the planned service changes and establish firm foundations for future service delivery.

3. Recommendations

3.1 To approve the appointment of an Interim Recycling and Resources Manager on a consultancy basis, for a further period of 9 months.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO17: Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti. CO18: Green – We reduce the local environmental impact of our consumption and production. CO19: Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	

Transport and Environment Committee

10am, Tuesday, 29 October 2013

Transport for Edinburgh Ltd and Lothian Buses board composition

Item number	7.3
Report number	
Wards	All

Links

Coalition pledges	P18
Council outcomes	CO7 , CO8 , CO22
Single Outcome Agreement	SO1

Sue Bruce

Chief Executive

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Executive summary

Transport for Edinburgh Ltd and Lothian Buses board composition

1. Summary

- 1.1 A report was considered at the Council meeting on 22 August 2013 on preparing for tram operations which approved the process for the various corporate and operational documents required for the governance of tram operations.
- 1.2 This report updates the Transport and Environment Committee in relation to the following decisions from the 22 August 2013 meeting which stated that Council; note and approve:
 - 1.2.1 the composition of the boards of Topco and Tramco set out in section 3.7.1 and 3.7.2 of the report, and appoints those persons set out in section 3.7.1 and 3.7.2 as Directors of Topco and Tramco respectively and delegates authority to the Transport and Environment Committee to conduct the recruitment and selection process, and to appoint the three non-executive directors of Topco with transport experience; and
 - 1.2.2 that further consideration be given to the composition of the board of Busco and that a report is submitted to the Transport and Environment Committee in relation to the Busco board composition on or before 31 October 2013.

2. Recommendations

That Committee;

- 2.1 note and approve the process for the recruitment of non-executive directors to Transport for Edinburgh and Lothian Buses; and
- 2.2 note that the appointment of the non-executives and the proposals for the composition of the Lothian Buses board will be reported to the Council meeting on 12 December 2013.

Measures of success

Delivery of a safe, efficient and cost effective integrated transport operation for the City.

Financial impact

There are no financial impacts as a result of this report.

Equalities impact

There is an ongoing full equalities impact assessment being undertaken in relation to the Edinburgh Tram project to ensure that as implementation progresses the equalities impact assessment is maintained.

Sustainability impact

As part of a broader sustainable transport strategy within the city it is anticipated that the tram will make a positive overall contribution to the environment by encouraging modal shift from private vehicles to public transport and mitigating the impacts of population growth and commuter and visitor generated traffic.

Consultation and engagement

There has been extensive engagement with the Chief Executive of Busco.

Background reading / external references

[Edinburgh Tram Project ,The City of Edinburgh Council 30 June 2011](#)

[Edinburgh Tram Project, The City of Edinburgh Council 2 September 2011](#)

[Edinburgh Tram Project, The City of Edinburgh Council 25 October 2012](#)

[Edinburgh Tram Project, The City of Edinburgh Council 31 January 2013](#)

[Edinburgh Tram Project – Preparing for Operations, The City of Edinburgh Council 27 June 2013](#)

[Edinburgh Tram Project - Preparing for Operations, The City of Edinburgh Council 22 August 2013](#)

Transport for Edinburgh Ltd and Lothian Buses board composition

1. Background

- 1.1 On 22 August 2013 a report was provided to the Council in relation to Edinburgh Trams – Preparing for operations.
- 1.2 A decision was made at the Council meeting on 22 August 2013 to delegate authority to the Transport and Environment Committee to conduct the recruitment and selection process, and to appoint, the three non-executive directors of Topco with transport experience.
- 1.3 Council also decided at the meeting on 22 August 2013 that further consideration of the board of Busco (“Lothian Buses”) is reported to the Transport and Environment Committee on or before 31 October 2013.

2. Main report

- 2.1 In the period since the Council meeting on 22 August 2013, there has been a further report considered by Council on 24 October 2013 which approved appointments to the board of Transport for Edinburgh in relation to;
 - (a) four non-executive directors who are elected members of the Council (two from the Capital Coalition and two from opposition). The Convener of the Transport and Environment Committee would be the chairperson; and
 - (b) four executive directors, who will be the Group CEO, Group FD, Group COO and the Engineering Director.
- 2.2 The recruitment process for the three remaining non-executive directors with transport experience is now progressing. The Council’s recruitment committee has met to approve the advertisement and the specification for these appointments.
- 2.3 In order to ensure harmony in relation to the operation of buses and trams in the city, the recruitment process for non-executive directors of Transport for Edinburgh will also apply to the recruitment of non-executive directors of Lothian Buses. It is anticipated that one of the candidates will also be appointed as the Chair of Lothian Buses.
- 2.4 The recruitment process is due to be completed at the end of November 2013 with the recommendations of the recruitment committee along with the composition of the Lothian Buses board being brought before Council on 12 December 2013 for decision.

3. Recommendations

That Committee;

- 3.1 note and approve the process for the recruitment of non-executive directors to Transport for Edinburgh and Lothian Buses; and
- 3.2 note that the appointment of the non-executives and the proposals for the composition of the Lothian Buses board will be reported to the Council meeting on 12 December 2013.

Sue Bruce

Chief Executive

Links

Coalition pledges	P18 – Complete the tram project in accordance with current plans.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO8 – Edinburgh’s economy creates and sustains job opportunities. 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	

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Parking in Central Edinburgh during the Winter Festival

Item number	7.4
Report number	
Wards	11 – City Centre, 12 – Leith Walk

Links

Coalition pledges	P28
Council outcomes	CO7, CO8, CO9, CO26
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

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Executive summary

Parking in Central Edinburgh during the Winter Festival

Summary

Since 2006 the Council has worked, in conjunction with city centre traders, to develop a scheme which ends pay and display parking restrictions before the normal time of 5.30pm or 6.30pm. It was considered that this would enhance and promote the Edinburgh City Centre Experience and benefit retailers and shoppers alike.

This type of parking scheme has been welcomed by retailers in the past and both Essential Edinburgh and Marketing Edinburgh were keen to carry out a similar exercise during this year's winter festival under the banner of an 'Alive after Five' campaign in the city centre. To assist traders who have been inconvenienced by the tram works, this proposal will cover the same roads as last year.

Recommendations

It is recommended that Committee:

- 1 agrees to implement a zero charge, from 2 to 28 December 2013, at the various pay and display parking places on the roads listed in Appendix 1, between the hours of;
 - a) 5.00pm to 6.30pm on the roads within the Central Zones, of the Controlled Parking Scheme;
 - b) 5.00pm and 5.30pm on the roads within the Peripheral and Extended Zones, of the Controlled Parking Scheme; and
- 2 instructs the Director of Services for Communities to advertise the relevant notices to introduce this arrangement
- 3 notes that a further report will be submitted next year to the Committee on ways in which sustainable transport contributes to positive promotion of the city centre.

Measures of success

Running the 'Alive after Five' campaign in Edinburgh will assist to promote the city centre, east and west end and boost retail activity during the winter festival.

Financial impact

Based on evidence from last year it is anticipated that the loss of revenue from the public parking scheme as a result of this campaign will be approximately £47,000, £30,000 for the city centre, £13,500 for the west end and £3,500 for the east end.

A cost sharing exercise has been agreed in principal between the City of Edinburgh Council, Essential Edinburgh and Marketing Edinburgh.

Essential Edinburgh and Marketing Edinburgh will contribute £15,000. A further £15,000 is available from Economic Development. The remaining cost of £17,000 will be contained within the existing Parking budget.

Equalities impact

Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no decrease to the number of parking places available and no impact on those covered by the Protected Characteristics.

Allowing for free parking after 5.00pm in the city centre, east end and west end will foster good relations with the majority of road users and businesses.

Sustainability impact

It is expected that there will be no adverse environmental impacts as a result of this report. In the report, "Edinburgh's City Centre Evening Experience Survey Results", prepared by Marketing Edinburgh and Essential Edinburgh, which was presented to the Policy Development and Review Sub-Committee of the Transport and Environment Committee on 10 May 2013, it was noted that the parking element of the Alive after Five scheme was a minor incentive for people to come in to the city. Only a small percentage of visitors during this period thought that the ability to park free encouraged them to stay longer in the city.

However, based on the research that was conducted last year, free parking offered an opportunity to boost the city's economy by encouraging car drivers to stay later after work, or after an afternoon visit. It could also potentially encourage those from outside of town who were planning to drive to another shopping destination to visit the city centre. In the first instance no additional congestion or environmentally problematic churn would be created and in the second instance there are no additional journeys.

Stakeholders are committed to improving access to the city centre experience through the ongoing promotion of sustainable modes of transport. The city centre is easily accessed by public transport boasting a major train station, excellent bus services and the tram as well as dedicated cycle lanes and well used pedestrian routes. A coordinated campaign encouraging visitors to utilise sustainable transport options will be delivered in future years and a report will be submitted to Committee regarding this next year.

The parking incentive was seen as a positive, but not as the key driver of success. At the meeting of the Policy Development and Review Sub-Committee of the Transport and Environment Committee, on 10 May 2013, it was indicated that parking promotions could be part of future city centre promotions, where appropriate and only if in partnership with the promotion of other (more environmentally friendly) forms of transport. Taking this into account, no on-street parking incentives were sought for the Summer Festival in 2013.

For a period during the Winter Festival Essential Edinburgh and Marketing Edinburgh will seek support from NCP, who operate off-street car parks in Edinburgh, and will promote travel by train and bus as well as use of park and ride sites as part of the 'Alive after Five' communication plan. It is hoped that this communications strategy will encourage visitors to make informed choices about the best and most environmentally friendly mode of transport to use when visiting the city.

Consultation and engagement

Similar arrangements have been welcomed by retailers in the past and both Essential Edinburgh and Marketing Edinburgh are keen to carry out a similar exercise during this year's winter festival.

Local members were consulted by email on 20 September 2013, no comments received to date.

Background reading/external references

The following background reading is available:

- List and plan of the roads within the Controlled Parking Scheme where the proposal will apply.
- Correspondence with Essential Edinburgh and Marketing Edinburgh.
- [Marketing Edinburgh / Essential Edinburgh – Edinburgh's City Centre Evening Experience Survey Results.](#)

Parking in Central Edinburgh during the Winter Festival

1. Background

- 1.1 Essential Edinburgh and Marketing Edinburgh have asked for pay and display parking restrictions to end at 5.00pm instead of the present finish times of 5.30pm or 6.30pm (depending on the area).
- 1.2 The Traffic Regulation Order governing the Controlled Parking Scheme restricts parking until 6.30pm, Mondays to Saturdays inclusive, on all roads with the Central Zones, and 5.30pm, Mondays to Fridays, on all roads within the Peripheral and Extended Zones.
- 1.3 The proposal to end the restrictions earlier will introduce free parking at the pay and display parking places for one hour and thirty minutes in Central Zone parking places and thirty minutes in Peripheral and Extended Zone parking places.
- 1.4 All other restrictions such as yellow lines and residents' parking places will operate as normal.

2. Main report

- 2.1 During the 'Alive after Five' campaign, there is no charge for parking after 5.00pm, Mondays to Saturdays inclusive, on roads with the Central Zones and Mondays to Fridays inclusive, on roads within the Peripheral and Extended Zones of the Controlled Parking Scheme.
- 2.2 Parking charges are normally in place until 6.30pm across most of the city centre, east end and west end, however charges on some of the roads around Leith Walk finish at 5.30pm. There are no charges at the parking places along the Leith Walk 'Greenway' corridor, or on any of the roads north of McDonald Road. In addition, on the Broughton Street corridor, pay and display parking places only operate outwith the 'peak hour' prohibitions and as parking at these bays is only permitted until 4.00pm, this road will not be included in the proposals. A full list of roads is contained in Appendix 1.
- 2.3 Last year Albany Street was not included in the roads where the free parking was permitted, as the parking places were suspended to allow for traffic diversions. Now this arrangement has ended and as this road is within the scheme, it is proposed that the pay and display parking places should be included in the campaign area for 2013.

- 2.4 Last year the summer 'Alive after Five' campaign ran from 6 August 2012 to 1 September 2012 and the winter campaign from 3 December 2012 to 5 January 2013 inclusive.
- 2.5 A study commissioned by Essential Edinburgh and Marketing Edinburgh showed that the 'Alive after Five' campaign helped promote the City Centre, East End and West End and boosted retail activity during the busy summer and winter festival periods. It was noted that free parking was of some benefit to a small number of visitors to the City during the winter festival. Most importantly it helped to boost the city centre's competitiveness over the period. This year free parking was not provided as part of the summer festival, but it is considered it would be beneficial during the winter festival.
- 2.6 Based on historical evidence it is anticipated that the loss of revenue from the public parking scheme, as a result of this campaign, will be approximately £47,000. £30,000 for the city centre, £13,500 for the west end and £3,500 for the east end. A cost sharing exercise has been agreed in principle between the City of Edinburgh Council, Essential Edinburgh and Marketing Edinburgh.
- 2.7 Essential Edinburgh and Marketing Edinburgh will contribute £15,000. A further £15,000 is available from Economic Development. The remaining cost of £17,000 will be contained within the existing Parking budget.
- 2.8 Research by Marketing Edinburgh and Essential Edinburgh conducted last year, indicated that free parking boosted the city's economy by encouraging car drivers to stay later after work, or after an afternoon visit. These drivers would benefit from free parking but not add to the congestion. The free parking could also potentially encourage those from outside of town who were planning to drive to another shopping destination to visit the city. As these drivers had already made the decision to travel by car there would be no additional journeys.
- 2.9 At the meeting of the Policy Development and Review Sub-Committee of the Transport and Environment Committee, on 10 May 2013, it was indicated that parking promotions could be part of future city centre promotions, where appropriate and only if in partnership with the promotion of other forms of more environmentally friendly transport.
- 2.10 For a period during the Winter Festival Essential Edinburgh and Marketing Edinburgh will seek support from NCP, who operate off-street car parks in Edinburgh, and will promote travel by train and bus, as well as use of park and ride sites, as part of the 'Alive after Five' communication plan. It is hoped that this communications strategy will encourage visitors to make informed choices about the best and most environmentally friendly mode of transport to use when visiting the city.

3. Recommendations

3.1 It is recommended that Committee:

3.1.1 agrees to implement a zero charge, from 2 to 28 December 2013, at the various pay and display parking places on the roads listed in Appendix 1, between the hours of;

a) 5.00pm to 6.30pm on the roads within the Central Zones, of the Controlled Parking Scheme.

b) 5.00pm and 5.30pm on the roads within the Peripheral and Extended Zones, of the Controlled Parking Scheme;

3.1.2 instructs the Director of Services for Communities to advertise the relevant notices to introduce this arrangement; and

3.1.3 notes that a further report will be submitted next year to the Committee on ways in which sustainable transport contributes to positive promotion of the city centre.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
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 CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
Appendices	1. List and plan of affected roads

Appendix 1

LIST AND PLAN OF AFFECTED ROADS

City Centre (normally 6.30pm finish)

Charlotte Square	Glenfinlas Street	North St Andrew Street	St Colme Street
Frederick Street	Hill Street	Queen Street	Thistle Street
George Street	North Castle Street	St Andrew Square	Young Street

West End (normally 6.30pm finish)

Ainslie Place	Drumsheugh Gardens	Palmerston Place	Rutland Square
Alva Street	Great Stuart Street	Randolph Lane	Rutland Street
Atholl Crescent	Manor Place	Randolph Place	Stafford Street
Chester Street	Melville Crescent	Rothsay Place	Walker Street
Coates Crescent	Melville Street	Rothsay Terrace	William Street

East End (normally 6.30pm finish)

Albany Street	Little King Street	Register Place	Waterloo Place
Forth Street	Picardy Place	Union Street	

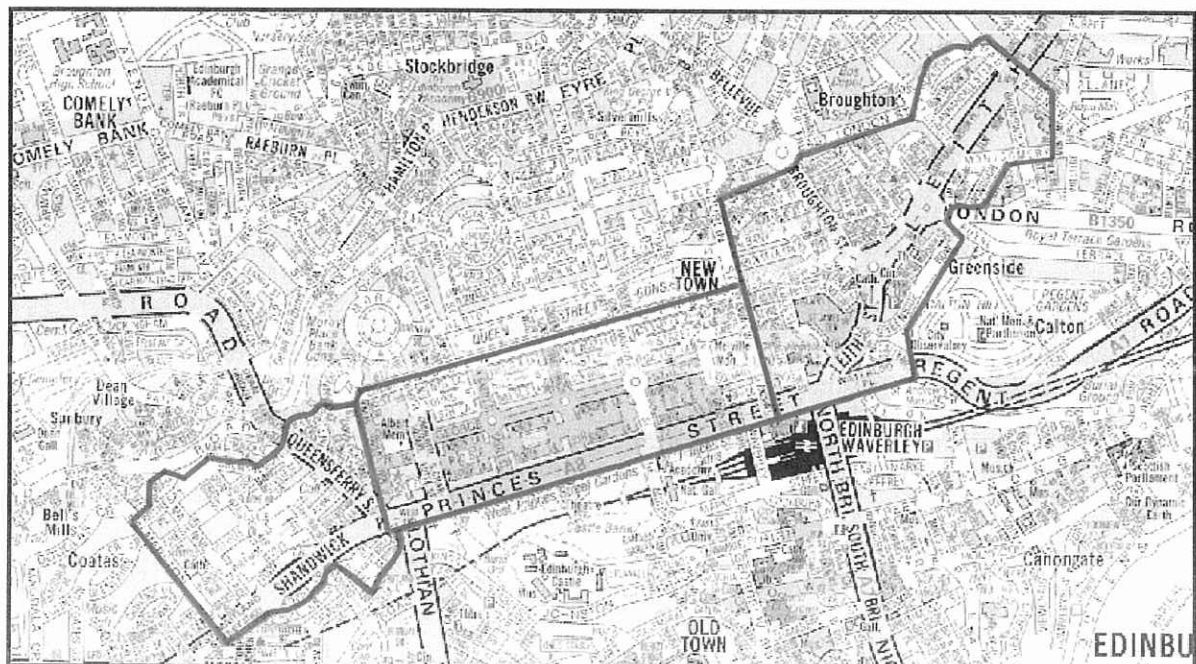
East End (normally 5.30pm finish)

Annandale Street	Brunswick Road	Gayfield Street	Montgomery Street
Barony Place	Brunswick Street	Hart Street	New Broughton
Barony Street	Elm Row	Hopetoun Crescent	Windsor Street
Broughton Place	Gayfield Square	McDonald Road	

Note roads within the area not included

Broughton Street – peak hour loading prohibitions, bays not available between 4.00pm and 6.30pm.

Leith Walk – ‘Greenway’ parking bays, no charge.



Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Trade Waste Policy Options

Item number	7.5
Report number	
Wards	11, 12, 13

Links

Coalition pledges	P44 , P49 , P50 , P52 , P53
Council outcomes	CO17 , CO18 , CO19 , CO26 , CO27
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Trade Waste Policy Options

Summary

The appearance of Edinburgh can be spoiled by the sight of bulky, brightly-coloured trade waste containers lining the streets, lanes, closes and pavements. In addition to the visual impact, the unregulated presence of trade waste containers and bags left out on streets can cause obstructions and, if not properly managed, contribute to spilled waste and litter. Although existing legislation provides local authorities with powers to both control and prescribe how and when trade waste should be presented, these have never been fully applied by the Council.

This report considers the options for mitigating or eliminating the adverse impact of current trade waste collection arrangements and practices with a view to developing a city wide policy. The report identifies limiting the presence of bins/bags and the collection of trade waste to certain times of the day as the preferred option and proposes carrying out three pilots in order to evaluate the effectiveness of this approach.

Recommendations

It is recommended that Committee:

- a. agrees to trialling timed trade waste collections in Rose Street (and its lanes), the High Street and Leith Walk for a period of up to nine months commencing 6th January 2014;
- b. notes the intention to produce progress reports for this committee on the outcome of the pilots before and after the Summer Festival Period.
- c. notes the importance of having a compliance team in place to provide information and enforcement to businesses and to support the implementation of the three pilots.

Measures of success

Success will be measured by:

- Reduction in the number of trade waste containers on the streets.
- Reduction in trade waste derived litter on the streets.
- Businesses managing their waste more responsibly and recycling more.

- Cost effectiveness i.e. any costs associated with implementation will be offset by savings in street cleaning.

Financial impact

There is no financial impact directly resulting from this report. Resources will be required to promote the timed collection approach and to support local businesses to meet the new requirements. Environmental Wardens will also need to prioritise enforcement of the policy in the pilot areas. However it is anticipated that for the purposes of the pilot any additional costs or resources will be contained within existing budgets. The evaluation of the pilots will consider the cost of implementing this approach on a city wide basis and the impact on trade waste customers.

Equalities impact

There are currently no equalities impacted as a result of this report.

Sustainability impact

Encouraging businesses to reduce the volume of waste they produce by promoting; prevention, reuse and recycling will reduce carbon emissions.

A more robust approach to the management of trade waste will encourage businesses to take more responsibility for their waste, improving the appearance and cleanliness of the local environment and putting sustainability at the forefront of businesses organisational priorities.

Consultation and engagement

Extensive research into other cities waste management policies has been undertaken.

The cities of Melbourne, Calgary, Westminster, Manchester and Glasgow in particular have worked in partnership with City of Edinburgh to share information and trade waste policy advice.

Best practice from these cities has been identified and assessed for use in Edinburgh.

The local business community has been engaged with throughout the course of this research and planning process. Regular presentations and meetings have been held with the following organisations; Royal Mile Business Association, Leith Walk Stakeholder Group, Clean Leith Forum, Federation of Small Businesses and Essential Edinburgh. Positive feedback has been received from groups representing the three pilot areas who see an improvement in the cleanliness and appearance of their trading areas as beneficial to business.

Trade waste companies have been engaged with for the duration of this project to identify possible solutions.

Environmental organisations such as United Nations Educational Scientific and Cultural Organisation (UNESCO) World Heritage and Historic Scotland have been involved in the formulation of this policy and support the introduction of a Timed Collection approach in Edinburgh.

Local Councillors from the three wards involved have been made aware of the proposals in this report. The responses from councillors were positive.

Background reading/external references

[Trade Waste – Report to the Transport, Infrastructure and Environment Committee 11th October 2012](#)

Trade Waste Policy Options

1. Background

- 1.1 On 11 October 2012, a report considered by the Transport, Infrastructure and Environment Committee gave an overview of the issues and challenges surrounding the management of trade waste in Edinburgh. It outlined the problems faced in Edinburgh and approaches successfully undertaken by two UK authorities, City of Westminster and Manchester to tackle a similar problem in their respective cities.
- 1.2 The recommendation of the report was that a further report be prepared on:
“The options and implications of a more robust approach to trade waste enforcement.”

2. Main report

- 2.1 The heritage and beauty of Edinburgh’s streets are compromised by the volume of trade waste presented throughout the day and the vast number of trade waste bins permanently left on the streets throughout the city.
- 2.2 The constant presence of trade waste in the city not only affects the aesthetic look and feel of Edinburgh but has other public health and environmental implications. The presence of waste attracts gulls and other animals, it creates public safety issues by providing objects that may be tripped over or potentially used to inflict injury and it causes potentially hazardous situations which need to be cleaned up. The cost to the Council, for the cleaning of burst bin bags alone, is estimated to be in excess of £600,000 each year.
- 2.3 Currently the most cost effective way for a business to dispose of its waste is to have the largest container possible with the fewest uplifts. Multiple trade waste companies operate in Edinburgh in a very competitive market. The need to keep costs low in order to remain competitive can often lead to customers being provided with larger containers, for example by exchanging a 240 litre wheelie bin for a 1280 litre container, thereby reducing the frequency of collections. Due to the dimensions of these larger bins, street storage is usually the only option for small businesses.
- 2.4 As of 1 January 2014, the new Waste (Scotland) Regulations 2012 will come into effect. These new regulations are part of the Scottish Governments Zero Waste policy and effectively bring the recycling requirements for commercial or trade waste in line with domestic waste.

- 2.5 Waste (Scotland) Regulations 2012 state that all businesses and organisations must sort and present key recyclable materials separately for collection. This however has the potential to worsen the current situation in terms of the number of trade waste containers on the streets and the impact on the appearance of the city. Every bin currently posing a problem to the look and safety of the streets could be replaced by multiple recycling bins. These potentially comprise a separate container for each of the following: paper, glass, plastic, metal, cardboard, food (for business that generate more than 50kg of food waste) and general waste. The responsibility for ensuring that businesses comply with the new Waste Regulations lies with the Scottish Environmental Protection Agency (SEPA).
- 2.6 From a community safety perspective, recycling bins may be smaller and more prone to becoming a potential hazard in high winds or being used inappropriately by members of the public which may result in injury.
- 2.7 Many other cities globally have implemented successful projects to deal with the proliferation of trade waste containers in streets. Research into these cities has been undertaken and some of the key ideas and best practice have been identified as potential solutions to trial in Edinburgh. Details of each cities project are contained within [Appendix 1](#).

Waste Hierarchy and Duty of Care

- 2.8 The **European Waste Framework Directive** has the intention of turning EU member states into “Recycling Societies”. The Directive aims to shift the focus away from waste being an unwanted burden and instead towards being a valued resource.
- 2.9 If businesses are unable to store their trade waste freely in the streets, finding suitable space in which to store their waste becomes the concern of business owners. To help implement this policy, businesses will need to re-assess their waste arrangements including how they produce and dispose of waste.
- 2.10 Preventing waste through reducing consumption and using resources efficiently are vital steps towards reducing overall waste output. In line with the City of Edinburgh Council’s Strategic Outcome 8, it is important that small, local businesses are supported to do that. Readily available information and education on waste reduction is important in this context. More information on The Waste Hierarchy can be found in [Appendix 2](#).
- 2.11 Each business owner has a duty of care which means they must apply the waste hierarchy, recycle (as of 1 January 2014) and take responsibility for their waste until it is collected.
- 2.12 It is not uncommon for the duty of care to be disregarded by some businesses in Edinburgh; waste is often put out in bags at night and left unattended until collection in the morning. This is a major cause of burst bin bags. Overflowing or unlocked trade waste containers allow other businesses or the public to dispose of their waste illegally in them.

- 2.13 If waste was stored off the streets and on the business property, business owners could more easily and fully exercise their duty of care and Edinburgh would see a reduction in litter, scavenging by animals and potentially anti-social behaviour.

Potential Solutions for Edinburgh

- 2.14 The Roads (Scotland) Act (1984) is used to control structures placed on roads and pavements such as skips, scaffolding, tables and chairs and A-boards. Using this act a local authority may apply conditions to bins such as a time period in which they can occupy the street for collection (Section 59). This legislation can also be used to enforce the removal of trade waste containers from the streets. In terms of enforcement, a local authority has the power to remove any bins which fail to meet any reasonable conditions placed upon them by the local authority (Section 87).
- 2.15 Using the Environmental Protection Act (1990) a local authority can specify the size, type and number of bins allowed to be stored on the streets or pavements (Section 47). This would afford the Council the option of allowing only certain types of trade waste containers on the streets, for example, shared compaction units. These could be used to present businesses with an additional option to storing their waste within their premises and presenting it only at set times.
- 2.16 Three options were identified as possible ways to implement a more robust approach to trade waste enforcement in Edinburgh; **Timed Collections**, **Zero Tolerance** and a **Permit System**. These options have been discussed with representatives from legal, roads, waste services, planning and the neighbourhood teams. A workshop was held to examine each of the options for suitability in Edinburgh and to assess them in relation to current legislation and Council policy. Of the three options, it was agreed that the Timed Collection approach would potentially be the most effective and appropriate.

Timed Collection

- 2.17 A timed collection approach specifies windows of time in which businesses may place their waste onto the street for collection. Outside of these windows no trade waste is permitted to be present in these areas. Businesses will store their waste within the boundaries of their property until the time comes for presentation.
- 2.18 This policy has been successfully carried out in the City of Westminster and Manchester. These cities have employed a Timed Collection approach which has made significant improvements to the reduction of litter and the appearance and safety of city streets. This option is the preferred option.

Pros

- a) Streets free from trade waste for the majority of the day.
- b) Collections could be timed to take place at the least busy periods for traffic and pedestrians e.g. early morning

- c) Reduction of bags left overnight for collection therefore reduction in burst bags.
- d) Little change for trade waste companies.

Cons

- a) For certain periods of time trade waste will be present in the streets.
- b) Initially businesses may be against taking responsibility for storing their waste within their premises.
- c) Businesses with limited storage space may need to increase the frequency of collections and possibly incur additional costs as a result

Zero Tolerance of any trade waste on the street

2.19 All business waste is stored and collected from within an area which is owned by the business. Trade waste containers and bin bags are not permitted on public land at all. Waste has to be presented and collected from within the curtilage of the business premises

Pros

- a) Appearance improved through significant reduction of waste on the street.
- b) Environmental and public safety increased.
- c) Potential for reduction of nuisance animals.
- d) Reduction of bags left overnight for collection – reduction in burst bags.

Cons

- a) Trade waste companies say they lack capacity to provide this service across the city.
- b) Businesses with limited storage space may need to increase the frequency of collections and possibly incur additional costs as a result

2.20 The previous report asked that this option be looked into. However, after engagement with businesses, trade waste companies and Council services a zero tolerance approach to trade waste is not recommended on the grounds that trade waste companies say that currently they do not have the facilities or capacity to collect waste from within each business in Edinburgh. Some businesses welcomed the idea of trade waste companies collecting bins from a storage area on the business property, emptying them and returning them, others felt that this may cause unnecessary disruption to the running of their business.

2.21 A Zero Tolerance approach may be an option for specific streets within the UNESCO World Heritage site if confined to a manageable area. Areas which

make significant contributions to the cultural significance and tourist industry in Edinburgh may benefit from adopting a zero tolerance approach in the future.

Permit System

2.22 A permit system would bring trade waste containers in line with other items which create street clutter such as tables and chairs, skips and scaffolding.

2.23 Businesses would no longer be permitted to permanently store their trade waste containers on the street without the purchase of a valid permit from the local authority. The permit would have an associated yearly cost and have conditions attached to it, for example a trade waste container must:

- be secured at all times;
- occupy a specific area of land and always be within this designated space;
- not be overfilled;
- be maintained in a way that keeps it clean and odour free; and
- display the permit on the bin at all times and have collection company and times, business name and a 24 hour contact number.

2.24 Currently businesses store their bins freely on the street, the number and position of bins is not regulated or controlled.

Pros

- a) Gives the Council control over the location, size and type of trade waste container.
- b) Cost of a permit may incentivise businesses to put in place other arrangements for the storage and presentation of waste that takes it off the street or to share containers with neighbouring businesses.

Cons

- a) Permits on their own are unlikely to make a significant reduction in waste containers on the street unless the cost of a permit is set high enough to provide a disincentive.
 - b) Administration and enforcement of a permit system could be difficult and costly
- 2.25 A permit system is not recommended as a standalone policy for a number of reasons. The appearance of the street may not be improved. Through the introduction of the new Zero Waste Scotland legislation each large trade waste container could potentially be replaced by a number of other smaller containers to provide capacity for recycling. Businesses may look upon the purchase of permits in a negative light, as a needless tax imposed upon them by the Council. It was agreed that this option could present significant enforcement issues regarding keeping track of bins and may be difficult to administer. A permit system where permits are issued only for large communal compaction units or

where businesses are genuinely unable to store waste within the curtilage of their premises, may be used in conjunction with the recommended Timed Collection approach. If the Council were to trial the use of communal trade waste containers to reduce the number of bins on the street, section 47 of the Environmental Protection Act (1990) would allow the local authority to specify the size and type of bin allowed to be stored on the street. Permits only for this size and type of device could be made available effectively allowing the local authority to strictly control, manage and monitor what is stored on the street.

Proposed Pilot Areas and Community Engagement

2.26 It is proposed to pilot the preferred option of Timed Collections so that it's effectiveness can be evaluated. The pilot will also allow limited use of permits for communal compaction units or where neighbouring businesses due to issues of space and cost decide use shared or communal on-street waste and recycling containers. Three areas in Edinburgh have been selected to trial a new approach to Trade Waste: Leith Walk, High Street and Rose Street (and its lanes). Each of these areas has its own unique features which enable this pilot to be tested in three very different environments. The pilot is to begin on 6th January 2014, to coincide with the introduction of the Waste (Scotland) Regulations 2012. The pilots will run for nine months after which they will be evaluated and the outcome reported to this Committee together with a recommendation for the way forward.

Leith Walk

2.27 Leith Walk is the most recently built of the three areas and falls outside the World Heritage site. It has a large number of independent businesses and domestic properties. The majority of the businesses permanently keep trade waste containers on the wide pavements outside their businesses. This has frequently been raised as an issue by a cross-section of local residents, businesses and Councillors. Introducing a Timed Collection policy would make immediate and significant changes to the appearance of the area which has had community support for improved management.

High Street

2.28 The High Street is a 2-block section of the Royal Mile in Edinburgh's city centre. It is part of the World Heritage site and has a large volume of tourists and therefore tourist shops, bars and restaurants. The High Street buildings are historically significant, listed buildings. There are a series of closes running off the High Street in which businesses store trade waste containers. In the early mornings burst bags from trade waste can regularly be seen spread across the road and pavement. The Royal Mile Business Association (RMBA) is positively engaged in making a change to the High Street and have been involved in planning the trade waste pilot.

Rose Street

- 2.29 Rose Street and its lanes, in the New Town of Edinburgh also lies within the UNESCO World heritage site. The majority of the street is pedestrianised from 10:30 – 23:00 but allows access for deliveries and waste collection. Rose Street has back lanes which are used to store waste and trade waste containers have proliferated, impacting on its appearance. Complaints from residents and users of the street are common.
- 2.30 Essential Edinburgh is a not-for-profit organisation which manages a business improvement district that includes Rose Street. Engagement with this organisation has been ongoing throughout the course of this project. In addition to trialling Timed Collection, Essential Edinburgh would like to trial the use of waste compaction unit technology within Rose Street and its lanes. These units will work in addition to a Timed Collection approach and offer an additional option for businesses in this area which will, in turn, allow more flexibility in disposing of trade waste responsibly. The use of the compaction units will be completely optional and at the discretion of the businesses. A business on Rose Street would have the option to access and use these compaction devices through Essential Edinburgh.

Enforcement and Education

- 2.31 Each of the pilot areas have different properties and challenges, this is one of the reasons they were chosen to test this policy option. The challenges faced by businesses, however, will be similar. As of 1 January 2014, all businesses will face a fundamental change to how they manage their waste. If managed properly this will bring about a reduction in landfill, carbon emissions and pave the way for environmentally responsible waste management and sustainability. The combination of the new Waste (Scotland) Regulations 2012 and the introduction of a Timed Collection policy will have a big impact on businesses and many will require support and guidance to conform to these changes.
- 2.32 In each of the cities where similar changes have been implemented there has been some form of compliance team present to help businesses conform to the new rules by offering support, advice, recommendations and ultimately enforcement.
- 2.33 To implement a new, robust policy of Timed Collections and national legislation to make recycling a legal obligation for businesses, behaviour change is paramount. The Council needs to consider how these new requirements will impact on each other and what support and guidance is needed to enable local businesses to meet them. Businesses must be encouraged to act more responsibly by actively reducing, reusing and recycling their waste and engaging with local people to collectively to look after their neighbourhood. Facilitating communication between businesses, support agencies and enforcement organisations such as Environmental Wardens, trade waste companies, SEPA and Resource Efficient Scotland is a key role for the Council.

2.34 In other cities where a more robust approach has been taken to tackle the effects of trade waste on an inner city area, a compliance team has been in place to manage this.

The duties of a compliance team may include:

- Providing information advice and guidance to commercial premises on waste management;
- Conducting compliance visits to commercial premises;
- Investigating complaints;
- Taking action against businesses that do not comply with the requirements for the collection and presentation of trade waste.

3. Recommendations

3.1 It is recommended that the Committee:

- a) agrees to trialling timed trade waste collections in Rose Street (and its lanes), the High Street and Leith Walk for a period of up to nine months commencing 6th January 2014;
- b) notes the intention to produce progress reports for this committee on the outcome of the pilots before and after the Summer Festival Period.
- c) notes the importance of having a compliance team in place to provide information and enforcement and to support the implementation of the pilots.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P44 – Prioritise keeping our streets clean and attractive</p> <p>P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill</p> <p>P50 – Meet greenhouse gas targets, including the national target of 42% by 2020</p> <p>P52 – Oppose industrial biomass incineration in Edinburgh</p> <p>P53 – Encourage the development of Community Energy Co-operatives</p>
Council outcomes	<p>CO17 – Clean - Edinburgh’s streets and open spaces are clean and free of litter and graffiti</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p> <p>CO27 – The Council supports, invests in and develops our people</p>
Single Outcome Agreement	<p>SO4 – Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>1 – Trade Waste Management – Good Practice in Other Cities</p> <p>2 – The European Waste Framework Directive</p>

Appendix 1

Trade Waste management - Good practice in other cities

Manchester & Westminster Trade Waste Solutions

These two cities operate a 'Timed Collection' method of waste management similar to the option recommended for Edinburgh.

Each street has allocated times when bag waste is collected. Bags must not be placed on the footpath more than 30 minutes prior to the allocated pick up time otherwise business owners may receive an £80 fine. Bags and boxes must be placed outside as close to the edge of their property as possible. This avoids unsightly large heaps of waste on the pavement.

Here is an example of collections times for a busy main street and for a smaller street:

Regent Street	Mon-Fri		10:00 – 11:00
	Mon-Fri	Sat-Sun	20:00 – 21:00
	Mon-Fri	Sat-Sun	23:00 – 24:00
Knox Street	Mon, Thu		06:30 – 08:30

Bins

Most businesses in Westminster and Manchester do not have the space on their premises for a metal waste bin which means that the waste needs to be presented in pre-paid bags. Waste containers, or bins, are ideal for businesses that have adequate storage space to keep the container off the street.

Compliance Team

In each location where a viable waste management system is in place a compliance team functions to support it. In Westminster a commercial waste customer service unit operates 24/7 and for 365 days a year to handle queries or orders and a dedicated sales team manages all key account customers. *Businesses can contact their local warden via a manned Environment Action Line.*

These teams can tailor waste solutions to the needs of the local businesses with a range of wheeled bins, compactors or bailing machines on offer to businesses with space to accommodate these off the street. If businesses have additional waste extra collections can be arranged.

Melbourne

Melbourne has a series of laneways very similar to our lanes in the World Heritage areas of the New Town such as Rose St and its lanes. Over the years these laneways became full of trade waste containers much like the situation in Edinburgh. In order to clean up these lanes and make full use of them as areas where restaurants and bars can promote a cafe culture, Melbourne introduced a series of changes to the local laws which more tightly controlled how trade waste is managed. The 'Waste Standards' were introduced as an amendment to the cities 'Activities Local Law'.

The City of Melbourne has also trialled the use of shared compaction devices and recycling projects in the laneways exclusively for business waste.

Waste Standards

In July 2010 Melbourne brought into law a new set of standards for trade waste management. A link to these waste standards can be found [here](#).

The standards involved a compliance team assessing each business in the area and promoting the storage of bins within the business curtilage. In some cases this involved changing to smaller bins with more frequent pick-ups. If the compliance team felt it necessary to allow the business to store their bins outside on public land, council designed labels were issued and entitled the business to do this. **After 12 months the volume of bins stored on the street was reduced by 85%.**

Times were set for presentation of waste; these times were not as strict as Westminster or Manchester. No bins are to be presented before 6pm the evening before the scheduled collection time. All bins must be collected between 7am – 7pm and must not stay on the street for more than three hours after collection.

To further support this, a permit system was introduced for trade waste companies wishing to operate in the city centre. The permit had an annual fee and strict set of rules stating; times that trade waste companies could operate in certain areas, that they must keep an up-to-date database of customers and they must use clean vehicles with their logo clearly visible.

In two areas Melbourne Council are trialling the use of compactors in the lanes and a shared recycling facility free to local businesses.

Calgary – 'Dumpster Free Downtown'

In 2007 Calgary was voted the cleanest city in the world by an influential magazine. One of the ways they tackled the problem of trade waste containers on the street was to introduce into planning legislation a waste management clause. This project was named 'Dumpster Free Downtown'. Any new building must be able to accommodate their waste storage inside their building. Older buildings are not required to do this, unless they are renovating, then as part of their building permit, need to retrofit to have waste storage inside.

This project resulted in a reduction of 250 "problem" dumpsters in 2008 to 70 in 2010. As buildings continue to be renovated, Calgary expects to see the numbers of dumpsters in laneways drop to zero.

Glasgow – ‘Style Mile’

Glasgow introduced a pedestrian friendly area in the centre of the city called the ‘Style Mile’. This is an area of Glasgow where businesses and public sector agencies formed a partnership coordinated by Glasgow Council and the Chamber of Commerce. Its aim is to promote footfall and enhance visitor’s experience. In terms of waste, no bins may be present during business hours. This has radically improved the look of the area which is policed by a Compliance Team. This team is very important in making this venture possible, they take the roles of Environmental Health, licensing and enforcement agents, and work with the businesses to educate and inform as well as facilitate trade waste agreements.

The European Waste Framework Directive (2008/98/EC) came into force on 12 December 2010 with the intention of turning EU member states into “Recycling Societies”. The Directive aims to shift the focus away from waste being an unwanted burden and instead towards being a valued resource which can provide opportunities for sustainable growth in a low-carbon economy.

This resource centred approach is summarised in the five step waste hierarchy. Driving waste management up the waste hierarchy is central to the development of sustainable waste management in Scotland and the ambition of a zero waste society.



Preventing waste, through reducing consumption, using resources efficiently, designing longevity and regeneration into consumer goods and substituting less harmful and more sustainable alternative raw materials into products, is the best option. This is followed by re-use of goods such as clothing, books and furniture and repair and remanufacture of products and machinery.

Closed loop recycling of materials such as paper, glass, metals and plastic is the next preferable option and generally constitutes the priority ‘high quality’ recycling as described above. If unable to reuse or recycle in a closed loop, then recovering value, either through low quality recycling or in the form of energy is promoted over landfill.

The Waste (Scotland) Regulations 2012 and the Waste Management Licensing (Scotland) Regulations 2011 place a duty on all persons who produce, keep or manage waste, including Local Authorities, to take all reasonable steps to apply the waste hierarchy.

“It is your duty to take all reasonable steps to apply the waste hierarchy. You must therefore apply the hierarchy **as a priority order** to the management of your waste. This goes hand in hand with the duty to promote ‘high quality recycling’. The Waste Hierarchy Guidance, available from the Scottish government’s web site, provides details of the priority outcomes for a range of common waste streams.”

Duty of Care

- It is the duty of every business owner to apply the waste hierarchy to the management of waste and promote ‘high quality’ recycling.
- From 1 January 2014, present glass, metal, plastic, paper and card (including cardboard) for separate collection.
- Take steps to maintain the quality of dry recyclables presented for separate collection.
- In some circumstances, present food waste for separate collection.
- Take care of the waste while you hold it so it does not escape from your control.
- Ensure your waste is transferred to someone who is authorised to receive it, for example, a registered waste carrier or waste manager with the relevant authorisation. Or, if you are carrying your own waste that you are appropriately registered with SEPA.
- Complete a waste transfer note for any transfer of waste, including a full description of the waste, and retain a copy of this note for two years.
- Describe the waste accurately and provide information for the safe handling, transport, treatment, recovery or disposal by subsequent holders.
- Take reasonable measures to ensure that your waste does not cause pollution or harm to human health.

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

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

Item number	7.6
Report number	
Wards	All

Links

Coalition pledges	P15
Council outcomes	CO17 CO18 CO19
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

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

Summary

The report seeks approval for a draft response (see Appendix 1) to the Scottish Government Consultation on a strategy to tackle and prevent litter and flytipping.

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

Recommendations

1. It is recommended that the Transport and Environment Committee note the response to the consultation document set out in Appendix 1.

Measures of success

- Achieve a citywide recycling rate of 50% by 2014.
- Delivery towards Capital Coalition Pledge prioritise keeping our streets clean and attractive.
- Achieving a citywide CIMS score of 72.

Financial impact

There are no financial impacts as a result of this report.

Equalities impact

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

Sustainability impact

There are no sustainability impact arising from the consultation document.

Consultation and engagement

All relevant Council Service Areas were consulted to prepare this response. Elected Members were invited to respond to consultation document.

Background reading / external references

[Scottish Government consultation on a strategy to tackle and prevent litter and flytipping.](#)

[Transport and Environment Committee Business Bulletin 27 August 2013](#)

[Scotland's Litter Problem. The scale and cost of Scotland's litter and flytipping](#)

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

1. Background

- 1.1 On 4th July 2013 the Scottish Government issued for consultation a draft national strategy for tackling litter – ‘Towards a Litter-Free Scotland’. The closing date for responses was 27th September 2013. The Business Bulletin to the Transport and Environment Committee on 27th August 2013 advised of the consultation and Elected Members were invited to contribute to the Council’s response.
- 1.2 The indicative timetable for the National Litter strategy is set out below:
- 2013 Summer – Consultation and on-going delivery
 - 2013 Autumn – Response analysis and on-going delivery
 - 2014 Spring /summer – Publication of strategy and implementation
 - 2015 – Implementation
 - 2017 – 2020 – Refined strategy implementation
 - 2020 – Strategy evaluation

2. Main report

- 2.1 The consultation is a draft National Litter Strategy for Scotland which will help explain to individuals the benefits of a clean, safe environment. It is designed to encourage people to take greater responsibility, and for organisations to be more accountable, as part of our overall focus on preventing litter and illegal dumping.
- 2.2 The main evidence on which the strategy is based is Zero Waste Scotland's report: “Scotland’s Litter Problem – The scale and cost of Scotland’s litter and flytipping”. This indicates, for the first time, the scale of the problem:
- 50% of the population admit to having littered at some point.
 - more than 250 million individual litter items - and more than 60,000 flytipping incidents - are dealt with by public bodies each year.
 - around 25 per cent of Scots see litter as a problem in our local communities.

- littering by individuals (which affects 98% of survey sites) is often habitual or caused through thoughtless actions, whilst flytipping (which tends to be more localised) is premeditated and deliberate.

2.3 The National Litter Strategy consultation puts forward a package of measures grouped under three main headings:

- 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

2.4 The intention is that these measures will challenge individuals who litter and fly-tip, support those who already dispose of their waste responsibly and encourage more recycling. The approach seeks to encourage personal responsibility and provides businesses and other organisations with new and enhanced tools to help influence people to dispose of their waste properly.

2.5 A response to the consultation has been prepared and submitted by Services for Communities on behalf of the Council (see Appendix 1). The response welcomes the national strategy and is broadly supportive of the proposed measure within it. In addition the Council's response makes a number of suggestions including:

- Focussing education and publicity campaigns on young people
- The need for communication campaigns to be more effective in making littering socially unacceptable
- Measures to enable effective enforcement action against fly-posting
- Consideration of measures to recover the costs of cleaning up flytipping

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee note the response to the consultation on the National Litter Strategy set out in Appendix 1.

Mark Turley

Director of services for Communities

Links

Coalition pledges	P15 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO17 Clean – Edinburgh’s streets and open spaces are clean and free from litter and graffiti. CO18 Green – We reduce the local environmental impact of our consumption and production. CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Response to Scottish Government’s consultation on a strategy to tackle and prevent litter and flytipping.

TOWARDS A LITTER-FREE SCOTLAND

Consultation on a strategy to tackle and prevent litter and flytipping



Respondent Information Form

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

City of Edinburgh Council

Title Mr Ms Mrs Miss Dr *Please tick as appropriate*

Surname

Julie

Forename

Fahey

2. Postal Address

G.6 Waverley Court

4 East Market Street

Edinburgh

Postcode EH8 8BG

Phone 529 7153

Email

Julie.fahey@edinburgh.gov.uk

3. Permissions - I am responding as...

Individual

/ Group/Organisation

Please tick as appropriate

(a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate Yes No

(b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available

or

Yes, make my response available, but not my name and address

or

Yes, make my response and name available, but not my address

(c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate Yes No

(d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?
Please tick as appropriate Yes No

CONSULTATION QUESTIONS

Strategic approach

Q1. Do you agree that the strategic approach proposed (Action 1) should form the basis of the National Litter Strategy's overall vision, mission, values and objectives?

Agree Partially agree Disagree

Please provide reasons for your answer.

A Strategic approach will help all responsible parties to focus resources towards clear, identifiable goals and outcomes. Whilst encouraging good habits will help influencing behaviours, we welcome a strategic approach to highlight that littering and flytipping is socially unacceptable through a national approach.

Information strategic direction

Q2. Do you agree that improved communications (Action 2), education resources (Action 3) and business engagement (Actions 4 and 5) should be the National Litter Strategy's information focus for preventing litter?

Agree Partially agree Disagree

Please provide reasons for your answer.

Education and publicity needs to be a priority, Litter is still a problem in Scotland and many people and businesses are unaware of their individual responsibilities and the impact and associated costs of litter. We believe there needs to be a focus on young people in order to achieve a longer term solution and change in attitudes towards litter in Scotland.

Q3. If you are responding on behalf of a group/organisation: as a business or organisation (including litter duty bodies) would you find it valuable to have a national recognition scheme which supports you in encouraging positive behaviour (Action 5)?

Yes No Partially

Please provide reasons for your answer.

We would support such a scheme amongst Local Authorities and businesses to encourage a wider response to littering in Scotland. The e-

learning scheme proposed under action 4 would be a good requirement for business staff to promote wider knowledge and responsibility amongst waste producers regarding their responsibilities.

Our only query would relate to how the scheme would be fairly accredited or judged. For example, a simple cleanliness score would be easier to achieve in some area's rather than others depending on geography, population etc.

Infrastructure strategic direction

Q4. Do you agree that businesses and other organisations have a key role to play in the design of products and packaging to reduce litter and that those with litter control responsibilities should be encouraged to recycle more (Actions 6 and 7)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would strongly agree with this action regarding businesses taking responsibility for the packaging they produce along with their product. Guidance or legislation from the Scottish Government would ideally state that packaging should be minimised as far as possible and it should be a requirement that it consists of recyclable material.

A general requirement placed on businesses to increase the number of recycling bins to replace general litter bins would also be beneficial in terms of reducing waste gathered going to landfill which could have otherwise been recycled. One observation is that some businesses are not aware of what they will be required to do by law in the new year(with regard to recycling of their waste), as businesses become more aware of the new requirements hopefully this should encourage more responsibility from waste producers.

Q5. Are you able to provide details of good practice in reducing accidental litter arising from waste and recycling collections (Action 8)?

Yes X No

Please provide any details and/or evidence of good practice.

With the move to alternate weekly collections in Edinburgh we ran high profile citywide publicity campaign to encourage recycling ahead of the change. This resulted in a high uptake in new recycling containers. As part of the programme of change there was a coordinated effort across all interested parties to ensure areas (where monitoring)identified high levels of overflowing bins were dealt with quickly using an educational approach around what recycling options, followed by warnings and ultimately enforcement as a last result. This saw incidences of overflowing bins reduce from up to nearly 700 reported incidences down to single figures. We noted the most effective communication method throughout this period was face

to face through recycling advice or enforcement warnings.

Q6. Do you agree the Code of Practice on Litter and Refuse (Scotland) 2006 should be revised (Action 9) to reflect the National Litter Strategy?

Agree Partially agree Disagree

Please provide reasons for your answer and, if applicable, any details of how you believe the Code of Practice on Litter and Refuse should be improved.

We would encourage awareness is raised of the document, and would generally agree with updating the Code of Practice. More information on the actual planned updates to the Code of Practice would be beneficial though.

Q6a. Are there aspects of the Code of Practice on Litter and Refuse (either those mentioned at Action 9 or additional areas) that you believe should be improved. If so how?

Yes No

Please provide any reasons for your answer and details of any suggested improvements.

Improved guidance for implementation of a Street Litter Control Notice and similar legislation such as litter abatement notices etc. would be beneficial.

Q7. Do you agree that robust measures are needed to monitor National Litter Strategy progress and to measure success (Action 10) including requiring additional litter duty bodies to demonstrate how they are meeting their responsibilities (Action 9)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would support the need for a monitoring framework that is outcome focused, although would note that public perception surveys are not always a dependable reflection of actual levels of litter. We would welcome an assessment of how peoples perceptions around their responsibilities with regards litter and disposal of waste have been met as a result of the introduction of the strategy.

We would support requiring duty bodies to demonstrate how they are meeting their responsibilities, but would encourage this requirement to also cover large businesses producing waste (perhaps producing more than a set amount).

Our only concern is that the monitoring process does not become onerous or resource intensive, time and resources may be better spent actually tackling the litter problem.

Q8. Do you agree that the National Litter Strategy should support communities in developing local initiatives to prevent litter (Action 11)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would fully agree with this action. Edinburgh's currently developing a 1 year plan around community engagement and litter in conjunction with the KSB 'Clean Up Scotland' campaign promoting community responsibility and action against litter. We are concerned that litter is seen as a Local Authority responsibility to clean up, rather than a wider issue in which everyone has a responsibility across the whole community. Improvements in litter levels have a positive impact on low level crime figures such as vandalism and antisocial behaviour, as well as resulting in communities feeling safer and a sense of pride in their local environment.

Q9. Do you agree that future Zero Waste Scotland funding should focus on activity which supports the strategy's objectives, including requiring publication of approaches to litter delivery (Action 12)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would generally agree with this question, although looking at the examples we feel the proposed spending on infrastructure may be the least beneficial to reducing litter in Scotland. We would therefore suggest more funding is focused on the other two proposals. We feel that national campaigns could be more effective with regard to the anti litter message in making the act of littering socially unacceptable. Whilst we support and have been involved Recycle on the Go investment. Getting the anti litter message across will increase the responsible disposal of waste generally.

Q10. Do you agree that that the strategy should recognise the specific interventions that will be required for tackling flytipping (Action 13)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would agree with this proposal although do not think the research should be restricted to fly tipping. Any work which would help us to target litter and the reasons behind it as well as fly tipping would enable us to have a better understanding and perhaps target resources more effectively. (who, why, what, where, when etc.)

Enforcement strategic direction

Q11. Do you agree National Parks Authorities should have the power to issue Fixed Penalties (Action 14)?

Agree Disagree

Please provide reasons for your answer.

Anti litter and litter enforcement should be as wide spread a message as possible, there is no good reason to restrict this power.

Q11a. Are there other public bodies you believe the power to issue Fixed Penalties should be extended to, and why (Action 14)?

Yes No

Please provide reasons for your answer.

Any public body which is responsible for any public land should have the powers to take enforcement action against littering.

Q12. Do you believe it would be valuable to have the option to offer a discount to encourage prompt payment of Fixed Penalties for littering (Action 14)?

Yes No

Please provide reasons for your answer. We would also welcome views on what level of discounts should be permitted.

Mixed views.

Although the payment option may increase the percentage of paid FPN's, we feel this option conflicts with the other aim of increasing the actual amounts of the FPN's.

We would also be concerned that it may actually reduce the revenue from FPN's which already do not cover the costs of enforcement. Any discount should not be less than the current value of £50 to reduce the risks of reduced revenue. So for example: Littering offence (£80), discount of £20 if paid within a 14 days resulting in £60 paid.

Q13. Do you agree that the level of Fixed Penalties should be increased to £80 for litter and £200 for flytipping (Action 15)?

Agree Partially agree Disagree

Please provide reasons for your answer. If you do not agree, what level should the Fixed Penalties for litter and flytipping be set at, and why?

We would partially agree with this action.
We would be concerned about a possible reduction in the percentage of paid Fixed Penalty Notices.
Our most common littering offence is for a cigarette end, £80 is likely to be considered excessive next to the current levels for dog fouling (£40 rising to £60) or the current levels of ASB FPN issued by the Police (£40). Therefore we would suggest consideration for littering a cigarette end to stay at £50.

With regards to fly tipping, the costs of fly tipping in particular can vary from tens to tens of thousands of pounds to clear up for any one incident. We would therefore suggest consideration is given to formally incorporating the recovery of costs in cleansing fly tipping, similar to the Clean Neighbourhood Act in England and Wales which added to the EPA under sections 33A, 33B and 33C. Alternatively some provision of a two tiered FPN, perhaps taking into account previous transgressions or the volume and costs of the specific instance of fly tipping would allow more serious offenders to be tackled appropriately.

Q14. Do you agree that the effectiveness of enforcement can be improved by reviewing training and guidance (Action 16)?

Agree Partially agree Disagree

Please provide reasons for your answer.

We would welcome all improvements and updates in training and guidance. Supporting this we would add that the levels of Fiscal fines must be higher than the Fixed Penalty Notice amount, and would also support the improvements in submitting reports to the Procurator Fiscal. We also support the proposal to establish effective best practice around addressing littering by U16's.

We fully support the proposal to make it an offence not to supply details for a littering or fly tipping offence, but would ask that this includes a requirement that the registered keeper of a vehicle involved in an offence must provide the details of the driver at the time of an offence to enable further enforcement.

Q14a. What other training and guidance issues, if any, do you believe the review should address? Please provide details.

Street Litter Control Notices should be made easier to implement and make the businesses more accountable and aware of this power.

Q15. Do you agree there is a case for future improvements in the enforcement system to make it more effective in preventing littering and flytipping (Action 17)?

Agree Partially agree Disagree

Please provide reasons and/or evidence for your answer.

We would support these proposals including the Police enforcement of littering, but consideration should also be given to incorporating Dog fouling into this proposal.

We also support the introduction of a FPN for failure to produce an up to date Waste Transfer Note.

We also support the proposal for an effective mechanism for effective enforcement against printed material such as flyers, but would request that this proposal also includes fly posting. Accountability for this needs to be clear, as currently the businesses which benefit blame the fly posters, and the fly posters blame the businesses and adopt a “I’m just doing what I’m told” stance. Accountability lying with the venue or event would allow effective enforcement against those who benefit most. Consideration could also be given to licensing the flyer or fly posting trade?

We would also request that work is carried out to improve the “buy in” and support from the Procurator Fiscal and Sheriffs, as well as providing more information and feedback from the existing SRA system.

We feel more work could be done to publicise successful prosecutions.

We would also request consideration is given to the financial and staff costs of preparing a Procurator Fiscal report, so that some revenue is returned to the local authority when a Fiscal fine or successful court action is taken.

Q15a. What priority do you attach to improving prevention through enforcement in the examples summarised below and referenced in Action 17?

1. High
2. Medium
3. Low
4. None

Potential improvements	Priority	Reason
Include litter under the anti-social behaviour Fixed Penalties regime	2	This should generally increase Litter enforcement which we fully support.
Overcome barriers to enforcement in cases of littering	2	This would be beneficial through increased

from vehicles		enforcement of such offences
Improvements to the waste carrier licensing system and duty of care compliance for businesses	1	This is particularly important for the duty of care aspect which is not widely understood by businesses and the general public.
Extend the list of categories to which a Street Litter Control Notices applies	1	This is important. Pubs are one of the main type of businesses we would like to use this legislation for but they are currently excluded.
Explore whether there might be an effective mechanism for litter practitioners to intervene when printed materials create litter problems	1	In Edinburgh this is a large problem due to the many high profile events and the Edinburgh festivals which attract large amounts of flyposting and leaflets

Q15b. What additional areas, if any, could make the enforcement system more effective in preventing litter and flytipping?

Please provide details, reasons for these and what level of priority you would attach to these.

As above, we would suggest consideration is given to formally incorporating the recovery of costs in cleansing fly tipping, similar to the Clean Neighbourhood Act in England and Wales which added to the EPA under section 33A, 33B and 33C.
The proposal to make it an offence to fail to provide details for this type of offence will also help tackle perpetrators (including registered keepers of vehicles involved).

General comments

Q16. Do you have any further comments on or ideas for the National Litter Strategy?

Yes No

Please provide any details with reasons and evidence for these.

As above, we would like to see legislation allowing action to be taken against the premises or events benefiting from illegal fly posting or irresponsible flyering. The National Litter Strategy should focus on "National" media campaigns which highlight the responsible disposal of litter and waste from flytipping to street litter

Strategic Environmental Assessment

Q17. Do you have feedback on the findings of the assessment?

Yes No

Please provide details of any feedback.

Partial Business and Regulatory Impact Assessment (BRIA)

Q18. Are there particular issues you want to highlight with regard to the partial BRIA and the potential impacts on the third sector, business and the economy?

Yes No Partially

Please provide details.

The impact on the business community is likely to increase costs, especially in conjunction with commencement of the Waste Scotland regulations on 1st January 2014. However, businesses which embrace the proposals are likely to reduce the volume of waste they produce, both on site and via littering by their customers. Some form of incentive for businesses, ideally financial, who adopt this approach should be encouraged and promoted to show other businesses what is possible through best practice.

Equalities

Q19. Are there any equalities issues that you wish to highlight so that these can be factored into the Equalities Impact Assessment for the National Litter Strategy?

Yes No Partially

Please provide reasons for your answer. We welcome views on potential impacts, either positive or negative, which you feel the actions in this consultation document may have on any particular groups of people.

Transport & Environment

10am, 29th October 2013

Events in Parks & Greenspaces

Item number	7.7
Report number	
Wards	All

Links

Coalition pledges	P24 Maintain and embrace support for our world-famous festivals and events. P48 Use Green Flag and other strategies to preserve our green spaces.
Council outcomes	CO20 Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens. CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO24 The Council communicates effectively internally and externally and has an excellent reputation for customer care.
Single Outcome Agreement	None

Mark Turley

Director of Services for Communities

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Executive summary

Events in Parks & Greenspace

Summary

The Edinburgh Parks Events Manifesto has been operating for three years. Every year a review of major events takes place so that improvements to the management of events in the city's parks can be identified. As well as commenting on specific events in parks, consultee feedback has also raised more general issues about the management of events in parks and it is proposed that they are considered as part of a more comprehensive consultation and review exercise on the Parks Events Manifesto itself

Recommendations

That Committee:

1. Acknowledges the success of the Edinburgh Parks Events Manifesto in managing events in parks in a more sustainable manner.
2. Notes the more general issues being raised by stakeholders regarding the management of events in the city's parks.
3. Approves a review and consultation exercise to determine whether changes are required to the Edinburgh Parks Events Manifesto and to identify any further improvements to the management of events in Edinburgh's parks.

Measures of success

A more efficient and effective means of managing a sustainable programme of events across Edinburgh's parks and greenspaces.

Financial impact

A rental charge and management fee is payable by event organisers for holding events in the city's parks. The amount of rent charged varies according to the location, size of the area occupied and the length of time of occupation. A reparation bond may also be required to meet the costs of repairing any damage to the grounds.

In 2012/13 £65,000 income was generated from events in parks. Total income for 2013/14 currently stands at £26,000. The costs associated with supporting events in parks are difficult to determine, but would include officer time to process applications, liaise with organisers and other parties, and manage operational matters before, during and post-event, including any reinstatement works.

Equalities impact

None.

Sustainability impact

There is a need to balance the requirements of event operators with the wishes of local communities and park user groups to ensure appropriate rights of access to open space and a quality park environment.

Consultation and engagement

Consultation on the management of events in parks and greenspaces will be available to all. The Council will actively seek the views of Neighbourhood Partnerships, Community Councils, Parks Friends Groups, event operators, and relevant user groups.

Background reading / external references

[Edinburgh Parks Events Manifesto, August 2010](#)

[Events in Parks, Collated Comments 2013](#)

Events in Parks & Greenspace

1. Background

- 1.1 Edinburgh's festivals and events are key to the city's image at home and abroad and to its capital city status. Edinburgh's Events Strategy states that Edinburgh should build on its current success and continue to grow as one of the world's finest events city. The city aims to deliver a balanced portfolio of events including established successful events, newly created or commissioned events, and national or international events won for the city through bidding processes.
- 1.2 At its meeting of 31 August 2010, Council approved the Edinburgh Parks Events Manifesto. This has provided a strategic and proactive approach to the planning and management of events within Edinburgh's parks and greenspaces by establishing a decision framework and set of guidelines that balances the need to provide open space locations for events with the obligation to ensure that park's quality is maintained to the highest standard possible.
- 1.3 Major events occurring in parks are reviewed each year so that feedback can be used to make improvements for subsequent events.
- 1.4 Three years of operating the Manifesto has shown that there is value in having an agreed policy basis for determining event numbers, locations and operational practices, not least in ensuring a consistent, justifiable and balanced approach to decision-making. However, feedback from the annual review of major events suggests that further improvements are possible and that refinements to the process can be made to support both the needs of event organisers and park users.
- 1.5 A review of city-wide events governance is currently being led by Corporate Programme Office following consideration by the Corporate Policy & Strategy Committee at its meeting of 6 August 2013. This seeks to improve consistency, transparency, and good practice in the Council's events decision-making and management processes. It is expected to report its findings on 5 November 2013.

2. Main report

- 2.1 Council approved the Edinburgh Parks Events Manifesto at its meeting of 31 August 2010. This established a decision framework and set of guidelines that enables the Council to balance the need to provide open space locations for events with the obligation to ensure that park's quality is maintained to the highest standard possible for park users and communities.
- 2.2 Each year since, the major events occurring in parks have been reviewed by officers and shared with interested parties. The reviews have incorporated consultation with, and feedback from, council officers, event organisers, ward councillors, community councils, and other community stakeholders. This has proven to be a useful exercise for eliciting a wide range of views, and influencing improvements for subsequent events. Discussions with stakeholders have also raised more general questions regarding events management in parks and the Parks Events Manifesto.
- 2.3 Twelve major-event applications for events in 2014 have been lodged, or are anticipated to be lodged shortly. These are:
- Meadows Festival
 - Meadows Festival Funfair
 - Lady Boys of Bangkok
 - Fringe Festival Funfair
 - Rock 'n' Roll Half Marathon
 - Leith Festival
 - Leith Festival Funfair
 - The Mela
 - Christmas Festival
 - Hogmanay Festival
 - Moonwalk
 - Foodies Festival

Events Application Process

2.3 The Council's Scheme of Delegation gives authority to the Director of Services for Communities for 'approving, in accordance with conditions considered appropriate to individual applications and in accordance with Council Policy, all requests from organisations to make use of parks and recreational areas, subject to consultation with:

- (a) the Convener or Vice-Convener of the Transport and Environment Committee;
- (b) the Festival and Events Champion;
- (c) local Ward Councillors;
- (d) as appropriate, other Council service areas; and/or
- (e) as appropriate, Police Scotland and other emergency services.'

2.4 The event application process is as follows. Each application is considered by the local park officer, who provides recommendations. These are considered by the Convenor (or Vice Convenor) of the Transport & Environment Committee, the Festival and Events Champion, and Ward Councillors. Further views are invited from Community Councils, Edinburgh Leisure, Parks Friends Groups, and other park user groups. All views are considered and are used to influence decisions on location, event periods, operations, and conservation and reinstatement measures.

Stakeholder Feedback - Issues

2.5 Although these measures have significantly improved the events management process, feedback obtained from stakeholders over the last three years suggests there are several significant issues that need to be addressed and that further improvements could be made. These include:

- Length of time to make decisions on event applications - Some event organisers would welcome a speedier decision-making process;
- Earlier consultation with community stakeholders - Some community stakeholders such as community councils and Friends of Parks groups would welcome earlier opportunity to consider event applications;
- Transparency - A number of respondents perceive a lack of transparency and would like greater clarity on the extent to which different views are taken into account in the decision making process.

- Rotation of events and number of events - Consideration could be given to further mitigating the impact of large events on parks through the rotation of large events across a number of parks and/or limiting the number of events held in any one park annually.
- Section 11 Orders - The Land Reform (Scotland) Act 2003 establishes statutory rights of responsible access on and over most land. Section 11 of the act gives local authorities the power to exempt an area of land from these access rights, such as for events in parks which levy a charge for admission. To date Section 11 orders have not been used in respect of events held in Edinburgh's parks. However the right of event organisers to prevent access on to the area of land that they are occupying without a Section 11 order has been challenged on several occasions and this issue and its impact on the Parks Events Manifesto needs to be further investigated.

2.6 It is proposed that these issues are best considered as part of a wider review of the Parks Events Manifesto, which would include a consultation exercise with all the relevant stakeholders. If accepted, a draft remit and terms of reference would be drawn up for approval by this Committee and the review would commence in January 2014.

3. Recommendations

That Committee:

1. Acknowledges the success of the Edinburgh Parks Events manifesto in managing events in parks in a more sustainable manner.
2. Notes the more general issues being raised by stakeholders regarding the management of events in the city's parks.
3. Approves a review and consultation exercise to determine if changes are required to the Edinburgh Parks Events Manifesto and to identify any further improvements to the management of events in Edinburgh's parks and green spaces.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P24 Maintain and embrace support for our world-famous festivals and events. P48 Use Green Flag and other strategies to preserve our green spaces.
Council outcomes	CO20 Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens. CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO24 The Council communicates effectively internally and externally and has an excellent reputation for customer care.
Single Outcome Agreement	None
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Winter Weather Preparations 2013/14

Item number	7.8
Report number	
Wards	All

Links

Coalition pledges	P24 , P28 and P33 .
Council outcomes	CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 and CO27
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Winter Weather Preparations 2013/14

Summary

The report sets out details of the Council's winter maintenance plans for 2013/14 and, in particular, the preparations that have been made to deal with any severe winter weather event. Following the severe winters of 2009/10 and 2010/11 the Policy and Strategy Committee commissioned a comprehensive review of winter weather preparedness. That strategic review, *Winter Weather-Working Together*, was undertaken during the spring and summer of 2011. The results were reported to the Policy and Strategy Committee in September 2011, with further reports being considered by that Committee at its meetings in October and November of that year.

This report summarises the key measures that have again been put in place for this winter.

Recommendations

It is recommended that the Committee notes and endorses the action that has been taken to prepare for the coming winter.

Measures of success

The community's measure of success is for the Council to make a prompt and effective response to any winter weather event, ensuring that essential services are maintained with minimum disruption.

Winter weather and particularly, severe winter weather events, can cause major disruption to domestic, social or business life in Edinburgh. Feedback following the prolonged severe winter weather in 2010/11, indicated that citizens thought that the Council ultimately did a good job. However, most felt that the service response would have benefitted from increased preparation.

The Winter Weather – Working Together recommendations were developed to:

- Significantly increase preparedness through the development and testing of effective plans across all key services;
- Deliver investment in additional equipment for use by staff in schools, care establishments and neighbourhood teams; and
- Improve liaison and co-ordination with key partners in the emergency services, transport providers and health care professionals.

Customer Focus Groups were convened to obtain views and feedback for the Transport Service Review, which is currently underway. They found that many in the City have responded favourably to the improved preparation and response on the last two winters.

Financial impact

The winter maintenance budget was increased to £1.89 million in 2012/13. That figure has been maintained this year. The winter weather preparations set out in this report aim to minimise costs. It should be noted, however, that costs for an average winter, based on previous years' activities exceed the budget provision.

Equalities impact

The Winter Weather – Working Together review recognised that severe winter weather impacts upon all in the City to a greater or lesser degree. Those with mobility difficulties are likely to experience significant disruption to their working lives. The review therefore focussed on attempting to identify and prioritise groups who may be more adversely affected by severe winter weather including sheltered housing, special schools and care homes. The preparations set out in this report were originally the subject of consultation with a broad range of service users and providers in order to gain an accurate picture of needs across the city, including a survey issued to the Edinburgh Equalities Network.

Sustainability impact

Winter Weather – Working Together proposals for the disposal of cleared snow and ice and for the storage of salt stocks were subject to detailed consultation with SEPA.

The Winter Treatment Plans are prioritised to keep essential public transport, pedestrian and cycling routes open and clear of snow and ice.

Consultation and engagement

The Winter Weather - Working Together Review and the measures identified were based on an extensive stakeholder engagement exercise including:

- Residents engaged through community groups, focus groups and the use of an online survey.
- Attendance at 23 positive and well attended meetings ranging from Neighbourhood Partnership Meetings, Business Meetings and Sub Groups to specific workshops with Community Council's, YoungEdinburgh and business organisations such as Edinburgh Federation of Small Businesses.
- An online customer survey available on the Council's website.
- Children and Families departmental debriefs with required changes being made to the departmental contingency plan. The Consultative Committee with Parents, which involved all Parent Council Chairs, was encouraged to feedback into the consultation process and complete the public survey as well as notify other parents.
- 20 process-mapping sessions were carried out over three months from May to July 2011, with a cross-section of Children and Families establishments. The staff interviewed were mainly head teachers, business managers and service support officers which provided a detailed overview of the issues faced by staff and pupils during the period. Establishments were selected to ensure representation from all neighbourhoods and services within the department.
- Feedback was gathered regarding services to vulnerable people from partner agencies, via contacts within the Edinburgh Vulnerable People Working Group and Edinburgh Resilience Core Group.
- Knowledge Partnership, a company specialising in consultation, recruited and facilitated twelve focus groups with members of the public, hosting one group in each of the neighbourhood partnership areas during April 2011. Two focus groups were held with customers in the following six categories:
 - Older active people;
 - People living in dense/urban housing areas;

- People resident in rural areas, ie Almond and Pentland neighbourhoods;
- Parents of primary and secondary school children;
- People who cycle and/or use public transport; and
- People who are car users.

Further consultation on a wide range of Transport Services was carried throughout the summer of this year as part of the Transport Review. Winter Maintenance formed a part of that consultation. The results are summarised as follows:

Cost Control – This will be easier to monitor as all of Neighbourhood Taskforce staff will perform their winter weather duties during their normal working hours, avoiding stand-by and overtime payments.

Financial Monitoring – This will be carried out monthly from November–April with projections for year-end to better inform the budget spend forecast process.

Background reading/external references

Winter Weather - Working Together – Item 9, Policy and Strategy Committee – 6 September 2011

Winter Weather - Working Together Progress Report – Item 7, Policy and Strategy Committee – 4 October 2011

Winter Weather - Working Together Progress Report – Item 7, Policy and Strategy Committee – 8 November 2011

Winter Weather Preparations – Item 7.9, Transport and Environment Committee – 23 November 2012

Winter Weather Preparations 2013/14

1. Background

- 1.1 This report sets out the preparations that have been made to deal with winter weather, including any periods of severe winter weather. A strategic review of winter weather preparedness was undertaken during the spring and summer of 2011. The results were reported to the Policy and Strategy Committee in September 2011. Further reports on preparations for severe winter weather events were considered by that Committee at its meetings in October and November of that year. A report summarising Winter Weather Preparation was considered by this Committee at its meeting on 23 November 2012.
- 1.2 The review was based on extensive stakeholder engagement. The main priorities identified by the community were:
- Better communication with the public both before and during severe winter weather;
 - Road priority routes – increasing the number of roads designated as category 1 priorities;
 - Pedestrian priority routes – significantly increasing the number of pavements designated as priority 1;
 - Enabling 'self help' by increasing the supply of salt locally in Salt Bins or Salt Sacks;
 - Ensuring that access can be maintained to schools, health centres, residential and day care facilities;
 - The use of volunteers;
 - Dealing with inconsiderately parked cars; and
 - Ensuring the resilience of the Waste Collection service

- 1.3 The recommendations agreed were implemented in the winter of 2011/12 and were repeated again last winter. A key recommendation of the Winter Weather-Working Together (WW-WT) Review was that preparations be reviewed annually and reported to Committee before each winter. In 2012/13 two sections of off-road cycleway were included for treatment at the same time as the Priority 1a pavements. This received extremely positive feedback from Spokes and cyclists.

Main report

- 2.1 A campaign is due to be launched in October 2013, to raise awareness of the Council's winter weather plans and provide information to citizens to assist them in their preparations for winter. The campaign will follow on from work done during 2011 and 2012 when the launch was deliberately designed to coincide with the Scottish Government's 'Ready for Winter?' campaign. The Council's campaign will encourage citizens to start preparing for winter and advise them what to do during severe winter weather. It will also provide information on the Council's winter weather plans both for normal and severe weather conditions.
- 2.2 The Council's website which was substantially improved over the last two winters, has again been enhanced, allowing easier access to information and providing links to other organisations. It includes:-
- Maps showing gritting routes, salt bins and, when needed, temporary waste sites and salt dumps;
 - A short video encouraging residents to clear snow and ice; and
 - Information about becoming a volunteer snow warden.

Web pages are being regularly updated throughout the winter and will be updated at least daily during any severe winter weather event.

- 2.3 Improvements to roads and pavement gritting were identified as a high priority by stakeholders in 2011. As agreed by Committee last year, roads are now categorised into 2 types:
- Priority 1 – Main and essential roads that are pre-treated when frost or snow is forecast and receive priority treatment during any snow event.
 - Priority 2 – Residential roads that are only treated when there is a severe winter weather event and, then, only after the Priority 1 Route Network is clear.

The number and length of roads, to be treated as Priority 1, was significantly increased as a result of the WW-WT Review to include access roads to all schools, health centres, residential and day care homes, emergency services' facilities and all bus routes. Gritting routes were revised and improved to increase efficiency and improve effectiveness. The larger, high capacity gritters are planned to be used exclusively on the main arterial routes, ensuring these are kept open as an absolute priority. The smaller gritters are deployed on the narrower feeder roads.

- 2.4 Farmers were used for the first time in 2011/12 to undertake the pre-treatment of some rural roads in the west of the City. They proved to be 100% reliable and extremely cost effective. Their contract was extended for the winter of 2012/13. A contract for farmers support has been re-tendered and they will again be used to provide both precautionary salt treatment throughout the winter and snow ploughing in the event of severe winter weather.
- 2.5 Pavement treatment routes were also significantly increased and improved for the 2011/12 winter. By locating the pavement mini-tractors in the areas in which they operate, it was possible to carry out the pre-treatment of many more footways using the same number of tractors. All 9 Priority 1a pavement routes are pre-treated when freezing conditions are forecast. These routes cover the more vulnerable higher ground to the south and south west of the City, that will continue to be treated by Road Services, and two City Centre routes that will be treated, from this year, by the Neighbourhood team. These two routes may require to be treated by the City Centre nightshift team and while this will take 2-3hrs for four of the eight staff in an 11hrs shift, this may at times affect their normal duties. Last year a further two routes were included for Priority 1a treatment. These covered the off-road cycle routes and comprise the North Edinburgh Cycle network and the Innocent Railway cycle route. Positive feedback was received from cyclists last year and these routes will be included for Priority 1a treatment again this winter.
- 2.6 A further 20 other Neighbourhood Priority 1b pavement routes, introduced from winter 2011/12, plus the two City Centre Priority 1a routes, will only be treated from this winter during normal working hours for Taskforce staff in each Neighbourhood. This efficiency measure will reduce budget spend by £205K as no stand-by and overtime will be necessary for Neighbourhood staff. This means that Priority 1a pavements will be treated 24/7 and Priority 1b pavements will be treated from 0615-2100hrs, 7 days per week. Public Holidays will be covered during the same times but 1b pavement treatment, if required, will rely on 20-30 Taskforce volunteers to resource this activity citywide.

- 2.7 This change of treatment will mean the start time in most Neighbourhoods, apart from City Centre and Leith, will be 0615hrs, as apposed to the previous start time of 0500hrs. The control and management of staff completing these routes will be significantly improved, as they will be working under their normal Task Force management, from their normal depots. The ability of Task Force Managers to make local decisions, based on pavement conditions, will ensure that treatment is targeted to the pavements in most need. It is anticipated that this will more than compensate for the later start time.
- 2.8 External contractors will again be available to support Roads and Neighbourhood staff, in the event of a prolonged severe winter weather events as part of the five year Framework Contract let in 2011. They will also provide direct snow and ice clearing support to waste services to enable essential refuse collection services to be maintained.
- 2.9 Edinburgh's salt stocks were increased from 7,500 tonnes to 25,000 tonnes at the start of the 2011/12 winter and these levels were maintained for last winter. The service no longer has access to the Braehead site for use as a strategic salt store, as it is being considered for disposal under the Depots Review. As a result of this reduced storage capacity it has been agreed to reduce the overall salt stock level to 16,000 tonnes for the coming winter. This maintains operational salt storage at 6,000 tonnes, replenished at least monthly by the Council's salt supplier and a strategic salt store of 10,000 tonnes, to be used only when salt supplier cannot deliver. This represents considerably more than an average year's salt usage, and matches the salt used in 2010/11, 16,020 tonnes, although this was supplemented by nearly 4,000 tonnes of grit sand
- 2.10 The City's 2,200 salt bins will be replenished on a programmed basis throughout the winter with 1 Tonne salt bags being deployed to pre-determined locations in the event of any severe weather period.
- 2.11 In 2010/11 inconsiderately parked cars in a small number of key locations prevented access by gritters and emergency vehicles and led to the curtailment of essential bus services. These locations were covered by Temporary Traffic Regulation Orders (TTROs) over the last two winters. The TTROs were designed to be activated during a severe weather event. This enables the Council's parking services contractor to move any vehicles causing an obstruction. These locations have been reviewed in consultation with Lothian Buses and will again be covered by TTROs this year.

- 2.12 During the stakeholder engagement exercise in 2011, many residents offered to support the Council's snow clearing activities. A Snow Wardens Volunteers scheme was introduced prior to the 2011/12 winter and repeated again last winter. These 56 volunteers in 2012/13 were provided with a high visibility jacket and a snow shovel. They also went through a short training session using a video advising on the best methods for clearing snow and ice. Neighbourhood teams are again organising Snow Warden Volunteers, both in terms of contacting those who participated last year and embracing any new volunteers for this winter.
- 2.13 All roads operations and neighbourhood plans have been comprehensively reviewed and updated in liaison with transport providers, emergency services and health care providers where appropriate.
- 2.14 The Council will continue to operate at a high level of preparedness throughout the winter months.

3. Recommendations

- 3.1 It is recommended that the Committee notes and endorses the action and efficiencies taken.

Mark Turley

Director of Services for Communities

Links

Coalition pledges

P24 - Maintain and embrace support for our world-famous festivals and events.

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.

CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.

CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.

CO25 - The Council has efficient and effective services that deliver on objectives.

CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

CO27 - The Council supports, invests in and develops our people.

Single Outcome Agreement

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

Appendices

None

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Road and Footway Prioritisation Review 2013

Item number	7.9
Report number	
Wards	All

Links

Coalition pledges	P33 , P44 and P45
Council outcomes	CO19 , CO23 and CO26
Single Outcome Agreement	SO1 and SO4

Mark Turley

Director of Services for Communities

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Executive summary

Road and Footway Prioritisation Review 2013

Summary

This report seeks approval for amendments to the procedures currently being used to prioritise road and footway resurfacing throughout Edinburgh.

The purpose of the amendments recommended in this report are to ensure that the condition of the City's roads and footways continues to improve, whilst maintaining the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Recommendations

It is recommended that the Transport and Environment Committee approves:

- 1 the reduction in the bus weighting as shown in appendix B;
- 2 the allocation for Type 3 and Type 4 carriageways as detailed in 2.4;
- 3 the allocation for local footways as detailed in 2.9; and
- 4 a review of on-road cycle prioritisation, as detailed in 2.11 and 2.12, at a future date.

Measures of success

The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRMCS). Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 32.5% in 2011/12. Edinburgh's ranking among the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 13th in 2011/12. A continual gradual improvement in one or both of these indicators will be a measure of success.

The process for developing the annual programme and for assessing/prioritising proposed schemes has been overhauled in order to:

- provide more time for effective consultation at Neighbourhood level;
- improve the process for the design and development of schemes; and
- ensure compliance with the requirements for registering works on the Scottish Road Works Register.

The new 'Capital Timeline' was introduced for the 2011/12 capital programme and was refined for the current year. It is working well and has enabled the Capital Programme report to be produced in good time to secure the approvals needed from Members.

Meeting the target for registration failures and continuance of the above process improvements will be a measure of success.

Financial impact

The cost of future improvement works will be funded from the approved additional capital allocation for roads and footway investment.

Equalities impact

This report has been considered for an Equalities and Rights Impact assessment and as a result it has been decided that a full assessment is not required. A full impact assessment, which will be preceded by consultation, will be carried out on future road and footway programmes of work on a scheme by scheme basis.

The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the roads and footways network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

Sustainability impact

The proposals in this report should have a positive impact on the environment by improving vehicle and bicycle ride quality through carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

Consultation and engagement

The revised methodology for prioritising roads and footways for capital investment was the subject of consultation with interest groups. The recommendations have been approved by the prioritisation sub-committee.

Background reading/external references

Prioritisation for a New System of Prioritisation for Road and Footway Investment – November 2010.

Road and Footway Prioritisation Review 2013

1. Background

- 1.1 At its meeting on 27 July 2010 the Transport, Infrastructure and Environment Committee called for a report that outlined options in relation to the criteria used to prioritise roads and pavements investment in the city. The Committee asked for the criteria to be reviewed, to ensure that future prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.
- 1.2 The report on the new system of prioritisation for roads and pavements was agreed on 23 November 2010. It was agreed that these procedures would be reviewed at a future date.
- 1.3 At its meeting on 23 November 2012, this Committee agreed to establish a Member/Officer working group, chaired by Councillor Bill Henderson, to review the road and footway procedures. The other members of this sub-committee are Councillors Doran, Bagshaw, Jackson and Aldridge. This report shows the findings and proposals of the working group.

2. Main report

Carriageway Prioritisation

- 2.1 The existing prioritisation procedures for carriageways are shown in Appendix A. These procedures give a higher prioritisation weighting to carriageways on a bus route.
- 2.2 In addition to the resurfacing of main carriageways, there is also an allocation within the road and pavement capital budget for Local Roads thin overlay process. This approach is used mainly in residential or lightly trafficked areas where it is considered that some localised patching repairs and a complete road overlay will prolong the life of the road. A number of roads are unsuitable for the local roads process, including rural roads with heavy goods/farm traffic.

- 2.3 Roads are categorised in the table below based on million standard axles (MSA). This takes in to account the number of vehicles passing per day in all directions.

Road Category	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 -10
Type 3	0.5 - 2.5
Type 4	Up to 0.5

- 2.4 It is accepted that there are many benefits to the existing prioritisation procedures for carriageways. However, it was identified by the working group that many carriageways that were unsuitable for the local roads process are unlikely to be prioritised highly enough, to be included in a programme of works due to their low prioritisation weightings. These were mainly type 3 or type 4 carriageways, which are detailed in Appendix B, that have low bus use. The bus percentage weighting has a significant effect on the carriageways selected for prioritisation. It is accepted that having an additional weighting is important. However, the high percentage weightings currently being used mean that type 1 roads, with a high bus use, are being given top priority regardless of the raw condition score. It is, therefore, proposed to reduce the weighting for bus use. The reduced weightings are shown in Appendix B.
- 2.5 Reducing the bus weighting will still help to ensure that the type 1 and type 2 carriageways (Appendix B), that require resurfacing, will be prioritised for treatment. However, this does not go far enough to address the issue of type 3 and 4 roads that are unlikely to merit inclusion in a capital programme of works. It is proposed to top-slice an allocation for both type 3 and type 4 roads that are unsuitable for the local roads process. This allocation will be 15% for type 3 and 10% for type 4 of the main carriageway allocation and will be dependent on budget. Appendix C shows how this will benefit these types of carriageways.
- 2.6 Introducing a top-sliced allocation for type 3 and 4 roads will also be beneficial for cyclists as it will ensure that the roads in the worst condition will be prioritised for resurfacing. Many type 3 and type 4 roads form part of the on-road sections of the Family Friendly Cycle Network.

Footway Prioritisation

- 2.7 The existing prioritisation procedures for footways are shown in Appendix A. These procedures give a higher prioritisation weighting to footways with high footfall.
- 2.8 It is accepted that there are many benefits to the existing prioritisation procedures for footways. However, it was identified by the working group that there are many footways, with low footfall, that are unlikely to be included in a programme of capital works.
- 2.9 At its meeting on 23 November 2012, this Committee approved the introduction of a top-sliced allocation for Local Footways. This allowed resurfacing works to be carried out on footways with low footfall.
- 2.10 It is proposed to include an allocation for local footways in all future capital programmes of works. This allocation will be 25% of the main footway allocation.

Cycle Prioritisation

- 2.11 In 2010, Spokes highlighted the issue that there was no prioritisation weighting for cyclists using carriageways. At present there are no usage figures available for cycle use on carriageways. It is, therefore, not possible to introduce prioritisation weightings for on-road cycle use.
- 2.12 This issue is currently being investigated to ensure that all areas of cycle use are reviewed at to enable the introduction of procedures that will benefit cyclists throughout Edinburgh. The findings will be reported to this committee at a date yet to be decided.

3. Recommendations

- 3.1 It is recommended that the Committee approves:
- 3.1.1 the reduction in the bus weighting as shown in appendix B;
 - 3.1.2 an allocation for Type 3 and Type 4 carriageways as detailed in 2.4;
 - 3.1.3 the allocation for local footways as detailed in 2.9; and
 - 3.1.4 a review of on-road cycle prioritisation, as detailed in 2.11 and 2.12, at a future date.

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 P44 – Prioritise keeping our streets clean and attractive P45 – Spend 5% of the transport budget on provision for cyclists
Council outcomes	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix A – Prioritisation of Maintenance Schemes Appendix B – Proposed Carriageway Prioritisation Weightings Appendix C – Type 3 & Type 4 Carriageways

PRIORITISATION OF MAINTENANCE SCHEMES

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

A condition assessment will be carried out to identify potential carriageway and footway schemes that require capital investment. A condition assessment is initiated by one or more of the following methods:

Neighbourhood Inspectors walkabout inspection: Neighbourhood inspectors rate the carriageways on a scale from 1 to 5. Anything that scores a 5 will be given a condition assessment.

Detailed Visual Inspection (DVI): Carried out by 1 inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Scottish Road Maintenance Condition Survey data (SRMCS): Vehicle scan of the carriageways that highlights areas of the carriageway that should be investigated further.

Footway Network Survey (FNS): Carried out by 1 inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

CARRIAGEWAY EVALUATION

The evaluation of the Carriageway involves a visual condition assessment of the road surface by qualified staff, together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Drainage Condition
- Surface irregularity/Deformation
- Whole Carriageway Deterioration
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

Condition Scoring

1. Drainage Condition

Ideally in purely drainage schemes this rating should be given after a period of bad weather. This will obviously not always be possible, so the existence of any gullies, grips, piped grips and ditches should be taken into account.

- Rating 0 = Sufficient drainage facilities, no standing water after rainfall.
- Rating 1 = Carriageway surface allowing minor standing water, although most of the water is draining away.
- Rating 2 = Drainage facilities severely lacking, causing standing water over large proportion of the carriageway.
- Rating 3 = Severe flooding, lasting long after rain has dried in surrounding area, causing major disruption to vehicle movements.

2. Surface Irregularity/Deformation

Here the ratings relate to the overall continuity of the surface of the carriageway, i.e. wheel track rutting, pushing, general shape, etc.

- Rating 0 = Completely uniform surface.
- Rating 1 = Slight undulation of surface.
- Rating 2 = Minor rutting or pushing of surface.
- Rating 3 = Rutting noticeable to drivers, giving uncomfortable journey.
- Rating 4 = Surface shape giving indications of deeper structural damage.
- Rating 5 = Severe undulations indicating major deep structural damage.

3. Whole Carriageway Deterioration

The rating should indicate the actual condition of the surface material of the carriageway.

- Rating 0 = New looking surface, no material loss
- Rating 1 = Slight crazing of the main running surface
- Rating 2 = Start of wheel track cracks and some patches already exist.
- Rating 3 = Cracking both horizontally and vertically Existing patches starting to break up.
- Rating 4 = Serious wheel track cracking and crazing of surface, existing patches failure.
- Rating 5 = Surface breaking up and liable to cause injury.

4. Has Section deteriorated beyond Cyclic Maintenance levels?

This section has been provided to allow the assessors to rate the overall scheme condition. The rating is given between 0 and 5.

- Rating 0 = Very good condition, probably more than 10 years residual life
- Rating 1 = Good condition, probably 5-10 years residual life
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.
- Rating 3 = Reasonable condition, wear and tear starting to show, probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

5. Will exclusion cause danger?

Here, the assessor should be thinking “If this Scheme is not included in this year’s maintenance list, would danger be increased before next year’s assessment?”

- Rating 0 = Definitely no increase in danger.
- Rating 1 = No increase in danger levels should be expected
- Rating 2 = Slight possibility of rise in minor damage to vehicles
- Rating 3 = Possibility of rise in more serious damage to vehicles
- Rating 4 = High risk of injury to pedestrians / damage to vehicles
- Rating 5 = Too dangerous to be excluded from the maintenance list this year.

Prioritisation

Table 1 below shows the value of the priority rating, which is applied to the condition score:

Table 1				
Road Category (As shown in Table 2 below)	Weighting	Low Bus Use	Medium Bus Use	High Bus Use
	Roads not on Bus Route	Roads with less than 15 Buses per hour	Roads with 15 to 50 Buses per hour	Roads with more than 50 Buses per hour
Special	2.0	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 1	1.8	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 2	1.6	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 3	1.3	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%
Type 4	1.0	Increase the score by 25%	Increase the score by 50%	Increase the score by 75%

Table 2 below shows how the Type of the carriageway is determined:

Table 2	
Type	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA). It takes into account number of vehicles passing per day will all direction combined.

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

Local Roads

Local Roads Thin Overlay carriageways are assessed in the same way as the main carriageways. They all have a prioritisation multiplier of 1 as they are all Type 4 roads that are not on a bus route.

FOOTWAY EVALUATION

The evaluation of the Footway is carried out in the same way as the Carriageway assessment and involves a visual condition assessment of the surface by qualified staff together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Kerb Upstand
- Kerb Deterioration/Alignment
- Footpath/Footway Deformation
- Footpath/Footway Deterioration
- Surface Water
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

A needs assessment form is completed and numerical values given to each of the 7 criteria within the bands given on the sheet.

Condition Scoring

1. Kerb Upstand:-

This element should be evaluated giving a rating between zero and three e.g. where a kerb upstand should be 110 mm. the rating applied shall be as follows:-

Rating 0 =	Upstand	110 - 100 mm.
Rating 1 =	Upstand	100 - 70 mm.
Rating 2 =	Upstand	70 - 40 mm.
Rating 3 =	Upstand	40 - 0 mm.

2. Kerb Deterioration/Alignment

The rating of this element should reflect the actual appearance of the kerb with respect to the condition and the continuity of the level.

Rating 0 =	New looking kerbs, no unnecessary rise and fall, no trips.
Rating 1 =	Slightly chipped edges/missing corners, slight rising of few kerbs, occasional trips.
Rating 2 =	Some kerbs may be cracked/spalling, rising of kerbs causing major trips.
Rating 3 =	Missing kerbs/major deterioration, rising of kerbs liable to cause injury.

3. Footpath/Footway Deformation

Here the ratings relate to the overall continuity of the surface of the footpath/footway, i.e. sunken flags, raising of sand carpet by tree roots etc.

Rating 0 =	Completely flat.
Rating 1 =	Slight undulation of surface.
Rating 2 =	More serious movement in the surface.
Rating 3 =	Undulation severe, causing difficulty walking.

4. Footpath/Footway Deterioration

The rating should indicate the actual condition of the surface material of the footpath/footway.

Rating 0 =	New looking surface, no material loss.
Rating 1 =	Slight material loss or damage to flags.
Rating 2 =	Approx. 25% material loss, broken flags.
Rating 3 =	Serious material loss, missing flags, etc. liable to cause injury.

5. Surface Water

This section allows the assessor to indicate the extent of the problem caused by the footpath/footway surface allowing surface water to stand after the rest of the area has dried.

- Rating 0 = No standing surface water.
- Rating 1 = 0-10% of surface covered with shallow pools of standing water.
- Rating 2 = 10-40% of surface covered with shallow pools of standing water.
- Rating 3 = Greater than 40% of surface with major water problems.

6 Has section deteriorated beyond Cyclic Maintenance Levels?

This section has been provided to allow the assessor to rate the overall scheme condition. The rating is given between zero and five.

- Rating 0 = Very good condition, probably more than 10 years residual life.
- Rating 1 = Good condition, probably 5-10 years residual life.
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.
- Rating 3 = Reasonable condition, wear and tear starting to show probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

7 Will exclusion cause danger?

Here, the assessor should be thinking "If this scheme is not included in this year's maintenance list, would danger be increased before next year's assessment?"

- Rating 0 = Definitely no increase in danger
- Rating 1 = No increase in danger levels should be expected
- Rating 2 = Slight possibility of rise in minor injuries to pedestrians
- Rating 3 = Possibility of rise in more serious injuries to pedestrians
- Rating 4 = High risk of injury to pedestrians
- Rating 5 = Too dangerous to be excluded from the maintenance list for this year

Prioritisation

Table 3 below shows the value of the priority rating, which is applied to the condition score:

Table 3					
Usage Category	Super High Use	High Use	Medium Use	Low Use	Ultra Low Use
Weighting Multiplier	2.5	2.0	1.6	1.2	1.0

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

The priority list keeps the Footway and Carriageway schemes separated.

Off-Road Cycleways

Off-Road cycleways are treated as part of the Footways allocation but are ranked separately depending on their usage.

Table 4 below shows the value of the priority rating, which is applied to the condition score:

Table 5			
Usage Category	High	Medium	Low
Weighting Multiplier	2.0	1.5	1.0

Proposed Carriageway Prioritisation Weightings

Appendix B

Road Category	Weighting Not on a Bus Route	Low Bus Use Less than 15 Buses per hour	Medium Bus Use 15 to 50 Buses per hour	High Bus Use More than 50 Buses per hour
Special	2	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 1	1.8	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 2	1.6	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 3	1.3	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 4	1	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%

The Table below shows how the road type is determined

Road Category	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 - 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA).

It takes into account number of vehicles passing per day will all direction combined

Type 3 Carriageways

Appendix C

New Capital Position	Existing Capital Position	Scheme Name	Usage	Condition Assessment Score	Final Score	Council Ward	Ward Number	N'Hood
1	42	Moredun Park Road*	Cway Type 3	19.0	30.88	Liberton/Gilmerton	16	South
2	65	Kingsknowe Road South	Cway Type 3	18.0	29.25	Pentland Hills	2	South-West
3	66	Annandale St East London St RAB	Cway Type 3	15.0	29.25	City Centre	11	City Centre & Leith
4	67	East London Street	Cway Type 3	15.0	29.25	City Centre	11	City Centre & Leith
5	74	Clovenstone Drive	Cway Type 3	17.5	28.44	Pentland Hills	2	South-West
6	75	Restalrig Road South RAB	Cway Type 3	17.5	28.44	Craigentinny/Dudd'n	14	East
7	83	Constitution Street Ph1	Cway Type 3	17.0	27.63	Leith	13	City Centre & Leith
8	84	Mountcastle Drive North	Cway Type 3	17.0	27.63	Craigentinny/Dudd'n	14	East
9	85	Mansfield Road	Cway Type 3	17.0	27.63	Pentland Hills	2	South-West
10	86	North Bughtlin Road	Cway Type 3	17.0	27.63	Drum Brae / Gyle	3	West
11	87	Greenbank Drive	Cway Type 3	17.0	27.63	Fountainbridge/C'hart	9	South-West
12	96	Cockburn Crescent	Cway Type 3	16.5	26.81	Pentland Hills	2	South-West
13	97	Silverknowes Road East Ph2	Cway Type 3	16.0	26.00	Almond	1	West
14	99	Westburn Avenue	Cway Type 3	16.0	26.00	Sighthill/Gorgie	7	South-West
15	102	Wilkieston Road	Cway Type 3	16.0	26.00	Pentland Hills	2	South-West
16	106	Ferry Road Ph5	Cway Type 3	15.5	25.19	Forth	4	North
17	107	Scotstoun Avenue	Cway Type 3	15.5	25.19	Almond	1	West
18	108	Craigleith Crescent	Cway Type 3	15.5	25.19	Costorphine/Murrayf'd	6	West
19	109	Kingsknowe Road North	Cway Type 3	15.5	25.19	Sighthill/Gorgie	7	South-West
20	110	Woodhall Road	Cway Type 3	15.5	25.19	Colinton/Fairmilehead	8	South-West
21	113	Murrayfield Road	Cway Type 3	15.0	24.38	Costorphine/Murrayf'd	6	West
22	114	Myreside Road	Cway Type 3	15.0	24.38	Meadows/Morningside	10	South
23	115	Granton Crescent Ph1	Cway Type 3	15.0	24.38	Forth	4	North
24	116	Baird Road	Cway Type 3	15.0	24.38	Almond	1	West
25	117	A7 Old Dalkeith Road Ph4	Cway Type 3	15.0	24.38	Liberton/Gilmerton	16	South
26	118	Moredunvale Road	Cway Type 3	15.0	24.38	Liberton/Gilmerton	16	South
27	119	Ravelston Dykes	Cway Type 3	15.0	24.38	Costorphine/Murrayf'd	6	West
28	123	Duddingston Row	Cway Type 3	14.5	23.56	Portobello/Craigmillar	17	East
29	124	Silverknowes Road	Cway Type 3	14.5	23.56	Almond	1	West
30	125	Main Street, Ratho	Cway Type 3	14.5	23.56	Pentland Hills	2	South-West
31	126	Shandon Place	Cway Type 3	14.5	23.56	Fountainbridge/C'hart	9	South-West
32	127	Marchmont Road	Cway Type 3	14.5	23.56	Meadows/Morningside	10	South
33	128	Morningside Drive	Cway Type 3	14.5	23.56	Meadows/Morningside	10	South
34	129	Whitehouse Road	Cway Type 3	14.5	23.56	Almond	1	West
35	130	West Saville Terrace @ Mayfield Road	Cway Type 3	14.5	23.56	Southside/Newington	15	South
36	133	Whitehouse Loan	Cway Type 3	18.0	23.40	Meadows/Morningside	10	South
37	134	Restalrig Crescent	Cway Type 3	18.0	23.40	Craigentinny/Dudd'n	14	East
38	135	Oswald Road	Cway Type 3	18.0	23.40	Southside/Newington	15	South
39	143	Hallcroft Park	Cway Type 3	14.0	22.75	Pentland Hills	2	South-West
40	144	Bingham Avenue	Cway Type 3	14.0	22.75	Portobello/Craigmillar	17	East
41	145	Craighouse Road	Cway Type 3	14.0	22.75	Meadows/Morningside	10	South
42	146	Baberton Mains Drive	Cway Type 3	14.0	22.75	Pentland Hills	2	South-West
43	149	Wester Hill	Cway Type 3	17.0	22.10	Fountainbridge/C'hart	9	South-West
44	152	Drum Brae Drive	Cway Type 3	11.0	21.45	Drum Brae / Gyle	3	West
45	153	Whitehouse Loan	Cway Type 3	16.5	21.45	Meadows/Morningside	10	South
46	154	Manse Road, Kirkliston	Cway Type 3	16.5	21.45	Almond	1	West
47	155	Cliftonhall Industrial Est	Cway Type 3	16.5	21.45	Almond	1	West
48	156	Curriehill Road	Cway Type 3	16.5	21.45	Pentland Hills	2	South-West
49	157	Greenbank Drive	Cway Type 3	16.5	21.45	Fountainbridge/C'hart	9	South-West
50	158	Featherhall Avenue	Cway Type 3	16.5	21.45	Costorphine/Murrayf'd	6	West

N.B. The schemes listed are a snapshot to highlight the improved scheme position and may not be representative of a future capital programme.

Type 4 Caqriageways

Appendix C

New Capital Position	Existing Capital Position	Scheme Name	Usage	Condition Assessment Score	Final Score	Council Ward	Ward Number	N'Hood
1	150	Market Street and East Market Street	Cway Type 4	14.5	21.75	City Centre	11	City Centre & Leith
2	171	Gibson Street	Cway Type 4	20.0	20.00	Leith Walk	12	City Centre & Leith
3	177	Dean Path	Cway Type 4	19.5	19.50	Inverleith	5	North
4	180	Bonaly Road	Cway Type 4	15.5	19.38	Colinton/Fairmilehead	8	South-West
5	183	New Swanston	Cway Type 4	15.0	18.75	Colinton/Fairmilehead	8	South-West
6	184	Overton Farm Road	Cway Type 4	18.5	18.50	Almond	1	West
7	185	Muirhouse Avenue	Cway Type 4	18.5	18.50	Forth	4	North
8	190	Cammo Road	Cway Type 4	18.0	18.00	Almond	1	West
9	191	Comely Bank Street	Cway Type 4	18.0	18.00	Inverleith	5	North
10	192	Cammo Road	Cway Type 4	18.0	18.00	Almond	1	West
11	193	Cockburnhill Road	Cway Type 4	17.0	18.00	Pentland Hills	2	South-West
12	194	Cockburnhill Road	Cway Type 4	17.0	18.00	Pentland Hills	2	South-West
13	195	Captain's Row / Captain's Drive	Cway Type 4	17.0	18.00	Liberton/Gilmerton	16	South
14	200	Torduff Road	Cway Type 4	17.5	17.50	Colinton/Fairmilehead	8	South-West
15	201	Bonaly Crescent	Cway Type 4	17.5	17.50	Colinton/Fairmilehead	8	South-West
16	202	Glengyle Terrace	Cway Type 4	17.5	17.50	Meadows/Morningside	10	South
17	203	Hope Lane	Cway Type 4	17.5	17.50	Portobello/Craigmillar	17	East
18	204	Long Dalmahoy Road	Cway Type 4	17.5	17.50	Pentland Hills	2	South-West
19	205	Rutland Square	Cway Type 4	17.5	17.50	City Centre	11	City Centre & Leith
20	206	Cockburnhill Road	Cway Type 4	17.0	17.00	Pentland Hills	2	South-West
21	207	Cockburnhill Road	Cway Type 4	17.0	17.00	Pentland Hills	2	South-West
22	208	Long Dalmahoy Road	Cway Type 4	17.0	17.00	Pentland Hills	2	South-West
23	209	West Pilton Bank	Cway Type 4	17.0	17.00	Forth	4	North
24	210	Kirkgate	Cway Type 4	17.0	17.00	Pentland Hills	2	South-West
25	211	Haughhead Road	Cway Type 4	17.0	17.00	Pentland Hills	2	South-West
26	212	Learmonth Gardens	Cway Type 4	17.0	17.00			#N/A
27	213	Rutland Street	Cway Type 4	17.0	17.00	City Centre	11	City Centre & Leith
28	214	Hyvot Loan	Cway Type 4	17.0	17.00	Liberton/Gilmerton	16	South
29	215	Orchard Road	Cway Type 4	17.0	17.00	Inverleith	5	North
30	216	Parkhead Avenue	Cway Type 4	17.0	17.00	Sighthill/Gorgie	7	South-West
31	217	Crewe Bank	Cway Type 4	17.0	17.00	Forth	4	North
32	218	Lochend Road, Newliston	Cway Type 4	17.0	17.00	Almond	1	West
33	219	Canning Street	Cway Type 4	17.0	17.00	City Centre	11	City Centre & Leith
34	220	Pittville Street Lane	Cway Type 4	16.5	16.50	Portobello/Craigmillar	17	East
35	221	Parkgrove Path	Cway Type 4	16.5	16.50	Drum Brae / Gyle	3	West
36	222	Clermiston Green	Cway Type 4	16.5	16.50	Drum Brae / Gyle	3	West
37	223	Lauriston Street	Cway Type 4	16.5	16.50	City Centre	11	City Centre & Leith
38	224	Bellevue Road	Cway Type 4	16.5	16.50	Leith Walk	12	City Centre & Leith
39	225	West Pilton Crossway	Cway Type 4	16.5	16.50	Forth	4	North
40	226	Harlaw Road	Cway Type 4	16.5	16.50	Pentland Hills	2	South-West
41	227	Ravelrig Road	Cway Type 4	16.5	16.50	Pentland Hills	2	South-West
42	228	Corstorphine Bank Drive	Cway Type 4	16.5	16.50	Costorphine/Murrayf'd	6	West
43	229	Hermitage Park	Cway Type 4	16.5	16.50	Leith	13	City Centre & Leith
44	230	Tylers Acre Avenue	Cway Type 4	16.5	16.50	Costorphine/Murrayf'd	6	West
45	231	Inverleith Terrace	Cway Type 4	16.5	16.50	Inverleith	5	North
46	232	East Hermiston	Cway Type 4	16.5	16.50	Pentland Hills	2	South-West
47	234	Craighleith Hill Avenue	Cway Type 4	16.0	16.00	Inverleith	5	North
48	235	St Leonard's Hill	Cway Type 4	16.0	16.00	Southside/Newington	15	South
49	236	Chalmers Street	Cway Type 4	16.0	16.00	Meadows/Morningside	10	South
50	237	Burdiehouse Avenue	Cway Type 4	16.0	16.00	Liberton/Gilmerton	16	South

N.B. The schemes listed are a snapshot to highlight the improved scheme position and may not be representative of a future capital programme.

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Road and Footway Investment – Capital Programme for 2014/15

Item number	7.10
Report number	
Wards	All

Links

Coalition pledges	P28 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

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Executive summary

Road and Footway Investment – Capital Programme for 2014/15

Summary

This report seeks approval for the allocation of the Road, Footway and Street Lighting Capital budget and programme of works 2014/15.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footway continues to improve, whilst maintaining the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Recommendations

It is recommended that the Committee approves:

- 1 the allocation of the capital budget for 2014/15 shown in Appendix A; and
- 2 the programme of proposed works for 2014/15, as detailed in section 3 of the report and in Appendices B and D.
- 3 the proposal to submit a 2013/14 update report to Committee in January 2014, as detailed in 2.27.

Measures of success

The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRMCS). Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 34.09% in 2012/13. Edinburgh's ranking among the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 15th in 2012/13. A continual gradual improvement in one or both of these indicators will be a measure of success.

The process for developing the annual programme and for assessing/prioritising proposed schemes has been completely overhauled in order to:

- provide more time for effective consultation at Neighbourhood level;
- improve the process for design and development of schemes; and
- ensure compliance with the requirements for registering works on the Scottish Road Works Register.

The new 'Capital Timeline' was introduced for the 2011/12 and was refined for the current year. It is working well and has enabled this report to be produced in good time to secure the approvals needed from Members.

Meeting the target for registration failures and continuance of the above process improvements will be a measure of success.

Financial impact

The cost of improvement works, listed in Appendix B, will be funded from the approved capital allocation for roads and footway investment.

Equalities impact

This report has been considered for an Equalities and Rights Impact assessment and as a result it has been decided that a full assessment is not required. A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.

The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the roads and footways network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

Sustainability impact

Potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

The Street Lighting capital programme will continue to explore energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).

Consultation and engagement

The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in November 2010, was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A further review of these procedures was agreed by this Committee in October 2013.

The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Neighbourhood Roads Teams and builds the ability for proposed schemes to be considered by Neighbourhood Partnerships.

Background reading/external references

Road and Footways Capital Programme 2010-11 Re-profiling of schemes

Road and Footway Prioritisation Review 2013

Road and Footway Investment – Capital Programme for 2014/15

1. Background

- 1.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2014/15.
- 1.2 The capital budget of £15.069M for 2014/15 was agreed as part of the three year capital investment programme in February 2012. However, the Council's budget for 2014/15 will not be finally agreed until February 2014.
- 1.3 The report provides details of the Road and Footway Capital Investment Programme for 2014/15. The report also includes details of street lighting investment. The capital budget for 2014/15 is £15.069M. This report proposes how this sum should be allocated across six different work-streams. These are: Carriageways and Footways, Street Lighting, Other Asset Management, Neighbourhoods, Miscellaneous and Cycling Allocation. The Carriageway and Footways work stream accounts for £8.435M or 56% of the available funding. The Street Lighting work stream accounts for £1.5M or 10% of the available funding. A scheme of prioritisation is used to identify which projects should be included in this part of the programme.
- 1.4 On 26 September 2012, a presentation was given to members of this Committee detailing the way in which Road Services manage carriageway and footway capital work. It was agreed that a review of the condition scoring and prioritisation mechanisms used for carriageway and footway works be carried out. This review is the subject of a separate report to this committee. The schemes prioritised for investment are based on the findings of this review.
- 1.5 The report on the capital programme is being presented to Committee in October 2013 to ensure that the programme can start on time and comply with the Road Works Register notice periods.

2. Main report

Capital Budget Provision 2012/13 - 2015/16

- 2.1 The current and projected capital allocation for roads and footways, including street lighting for 2013 to 2016 is shown in Appendix A.
- 2.2 The roads and footways capital programme for 2014/15 consists of six work streams. These comprise: Carriageways and Footways, Street Lighting, Other Asset Management, Neighbourhoods, Miscellaneous and Cycling Allocation. Appendix A outlines how the proposed budget will be allocated across these six elements in 2014/15.

Carriageways and Footways

- 2.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 2.4 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan. Given the overall demand for roads investment, local residential roads and footways do not often reach the required priority level because of their low traffic and pedestrian volumes. In recent years, an allocation has been set aside within the carriageway element of the programme for local road overlay treatment to certain lightly trafficked roads. This approach is used mainly in residential areas where it is considered that some localised patching repairs and a complete road overlay will prolong the life of the road. The weather window for this construction is from April to October.
- 2.5 This programme of local road overlay treatment has been running successfully since 2006/07 and has received an average of 94% customer satisfaction over this period. It is proposed to maintain the £1.00M allocation for this treatment programme in 2014/15. The proposed list of Local Roads Schemes is based solely on the condition of the road surface and has been circulated to the Roads Teams in each Neighbourhood Area for comment.
- 2.6 The prioritisation review, which was the subject of a separate report to this committee, recommended the introduction of an allocation for Type 3 and Type 4 roads that are not suitable for the local road overlay treatment. Type 3 and type 4 roads have low vehicle use and generally low bus use.

- 2.7 It is proposed to allocate £590k for Type 3 roads and £413k for Type 4 roads. This will be allocated to roads that are not suitable for the local roads process and will allow resurfacing works to be carried out on roads that would be unlikely to feature in a capital programme of works, due to their low prioritisation score, compared with main carriageways. The programme of proposed type 3 and type 4 carriageway works is shown in Appendix B.
- 2.8 It is proposed to increase the allocation for Local Footways from £350K in 2013/14 to £400k in 2014/15. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score. The programme of proposed carriageway and footway works is shown in Appendix B.

Deferred Schemes

- 2.9 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off peak working, etc) to minimise disruption. A number of schemes, particularly those on and around the 'on street' parts of the tram route and main arterial routes have been deferred in order to avoid disruption to traffic. These areas have had a lot of disruption recently due to the construction of the Tram project. Any scheme that has been deferred will be closely monitored by the Neighbourhood Roads Team. A list of schemes which are proposed to be deferred from the 2014/15 Programme is shown in Appendix C.
- 2.10 It was not possible to defer all carriageway schemes on main arterial routes. Carriageway schemes where the raw condition score is such that not carrying out the work would either cause danger, or have significant effect on the neighbourhood revenue budget, have been included in the proposed programme of works.

Public Realm

- 2.11 The capital programme also requires to take account of Council supported public realm projects across the city. As part of the review of the Public Realm Strategy, an update, including an outline of the prioritisation process for these projects, is due to be reported to the January 2014 meeting of the Transport and Environment Committee.
- 2.12 Future Road and Footway Investment reports to the Transport and Environment Committee will highlight the public realm projects that have been taken into account in the capital budget allocation.

Street Lighting

- 2.13 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40% it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. As well as replacing columns, the programme involves the fitting of more energy efficient lamps and lanterns that utilise white light technology and reduces energy consumption. The budget for the street lighting works in 2014/15 is £1.5M. The programme of Street Lighting works is shown in Appendix D.
- 2.14 At current levels of investment it will take 10-12 years to replace the test-failed columns that have already been identified. The testing of street lighting columns is an ongoing process. Therefore, more test-failed columns are likely to be identified.

Other Asset Management

- 2.15 The South-West Neighbourhood has carried out a major survey on all the barriers along the Calder Road. A large percentage of these barriers have been identified as being in need of replacement. The estimated cost of this replacement is £1M. It is important that these barriers are maintained to a high standard due to their location on the Calder Road roundabouts. This work started in 2013/14. It is therefore proposed to maintain the £250,000 each year for the next three years to carry out these works.
- 2.16 It is proposed to invest £0.5M in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture and street lighting. In the case of street lighting where the lighting columns on a footway improvement scheme are more than 30 years old (ie it exceeds its design life) then it is more efficient to replace the lighting columns at the same time as the footway works.

2.17 Test Failed columns are graded 1-5, with 1 being the highest risk. To maximise the use of the additional £1M investment, in 2013-14 all High Risk 1, Test Failed concrete columns and other critical risk Test Failed steel columns will be replaced citywide. This will almost eradicate these highest risk columns and ensure that the investment is targeted at the most structurally critical columns in the city. 710-760 columns will be replaced through this programme, dependent on contract prices.

Neighbourhoods

2.18 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation is given to each Neighbourhood area to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.

2.19 At the meeting of this Committee on 23 November 2010, it was agreed to increase the level of investment in gullies from £270,000 to £520,000, as part of the 2011/12 capital programme. This was to tackle the backlog of failed and collapsed gullies, of which there were 323, over a two year period. A further £530,000 is allocated in the current financial year. It is predicted that the majority of this backlog will have been tackled by the end of the current financial year. It is, therefore, proposed to reduce the provision for gullies in 2014/15 to £180,000 (approximately £30,000 per Neighbourhood) as this will be sufficient to deal with any remaining backlog.

2.20 In addition to the budget set aside for dropped kerbs and drainage improvements within Neighbourhoods, a further element of the Programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Neighbourhood Managers to respond to the local issues identified by their Neighbourhood Partnerships. In the current year, £85,000 is allocated to each Partnership to invest in roads, footways and other environmental improvements in their area, in line with locally agreed priorities.

2.21 The NEPs funding is highly valued by Neighbourhood Partnerships and enables them to respond effectively to tackle local issues that would not normally feature on overall city-wide investment programmes. There has been a reduction in the overall roads capital budget over many years. It is, therefore, proposed to reduce the current level of funding from £85,000 to £67,845 per Neighbourhood Partnership for the Neighbourhood Environment Programmes in 2014/15. This provides £814k across the six Neighbourhood Areas. However, it should be noted that there has been significant slippage in the programme in previous years and the level of expenditure will be rigorously monitored throughout the year.

Inspection, Design and Supervision

- 2.22 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to maintain a 10% allocation, equal to £1.36M from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and if the costs are lower than expected then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.

Contingencies

- 2.23 It is proposed to maintain the allocation of £800k for contingencies in 2014/15. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.
- 2.24 The contingencies budget will be closely monitored and if contingencies or emergency works do not arise as the year progresses then the funding will be re-allocated on quarterly basis and used to bring forward additional carriageway and footway schemes.

Cycling Improvements

- 2.25 Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. 5% was allocated in 2012/13, 6% in 2013/14 and this will increase to 7% in 2014/15.
- 2.26 The 7% budget commitment will enable the Council to deliver new cycling infrastructure to support increases in cycling. This will help the Council to achieve the targets set out in the Active Travel Action Plan and will include the creation of links between existing off-road routes and upgrading the facilities that are available on-road.

2013/14 Capital Update

- 2.27 It is proposed to submit a report to Committee in January 2014 providing an update on the road and footway capital expenditure in 2013/14. The report will also detail the works to be undertaken post tram. As part of this report an update will be provided on the £50k ward allocation to allow the Committee to consider whether resources could be identified for similar small road and footway projects in the next financial year.

3. Recommendations

- 3.1 It is recommended that Committee approves:
- 3.1.1 the allocation of the capital budget for 2014/15 shown in Appendix A; and
 - 3.1.2 the programme of proposed works for 2014/15 as detailed in section 3 of the report and in Appendices B and D.
 - 3.1.3 the proposal to submit a 2013/14 update report to Committee in January 2014, as detailed in 2.27.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Capital Budget Allocation</p> <p>B Proposed Capital Programme - April 2013 – March 2014 - Carriageway Schemes</p> <p>C Deferred Carriageway Schemes</p> <p>D Proposed Capital Street Lighting Programme - April 2014 – March 2015</p>

Capital Budget Allocation**Current and Predicted Capital Allocation**

	2013/14	2014/15	2015/16
£M	25.9	15.069	15.069

Proposed Budget Allocation for 2013/14

Roads, Footways and Street Lighting Budget	<u>£m</u> 15.069
<u>Carriageways & Footways</u>	<u>£m</u>
Budget for main carriageway works	3.902
Budget for Local Roads Thin Overlay	1.000
Budget for Type 3 Carriageways	0.590
Budget for Type 4 Carriageways	0.413
Budget for footway works	2.130
Budget for Local Footways	0.400
TOTAL	-8.435
<u>Street Lighting</u>	<u>£m</u>
TOTAL	1.500 -1.500
<u>Other Asset Management</u>	<u>£m</u>
Asset replacement ¹	0.500
Calder Road Barrier Work	0.250
TOTAL	-0.750
<u>Neighbourhoods</u>	<u>£m</u>
Drop crossings (£30,000 per Neighbourhood Area)	0.180
Drainage improvements (£30,000 per Neighbourhood Area)	0.180
NEP - (£67,845 per Partnership)	0.814
TOTAL	-1.174
<u>Miscellaneous</u>	<u>£m</u>
Budget for Inspection, Design & Supervision costs, including TTRO's	1.36
Contingencies	0.80
TOTAL	-2.160
<u>Cycling Allocation</u>	<u>£m</u>
7% Allocation	1.05
TOTAL	-1.050
TOTAL SPEND	-15.069

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

Proposed Capital Programme - April 2014 – March 2015

Carriageway Schemes

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Prioritisation Score
Craigmillar Park	North & South Bus Lanes, Lady Road to Mentone Gardens	15	Southside/Newington	3,629	17.0	1.8	1.25	38.25
West Coates	Eastbound c/w. No. 1 to No. 7	6	Costorphine/Murrayf'd	1,060	17.0	1.8	1.25	38.25
Home Street & Gilmore Place	Junction at Gilmore Place & Northbound c/w to Tollcross	10	Meadows/Morningside	1,522	16.0	1.8	1.25	36.00
Bruntsfield Place	Both sides Leamington Terrace to Chamberlain Road	10	Meadows/Morningside	6,152	15.5	1.8	1.25	34.88
West Port	Both Sides Lauriston Street to Grassmarket	11	City Centre	569	17.0	1.8	1.10	33.66
Circus Place	Howe Street to North West Circus Place	11	City Centre	1,227	16.0	1.8	1.10	31.68
Drum Brae South	Drum Brae Roundabout to No. 21	3	Drum Brae / Gyle	3,270	14.0	1.8	1.25	31.50
Drum Brae North	Queensferry Road to No. 106	3	Drum Brae / Gyle	3,578	15.0	1.8	1.10	29.70
Marchmont Rd	At Junction with Beaufort Road	15	Southside/Newington	573	16.5	1.6	1.10	29.04
Russell Road	No. 26 to 100m North	7	Sighthill/Gorgie	851	18.0	1.6	1.00	28.80

APPENDIX B

Carriageway Schemes

Comiston Road	Pentland Road to Buckstone Road	8	Colinton/Fairmilehead	4,647	14.5	1.8	1.10	28.71
Frederick Street	George Street to Queen Street	11	City Centre	1,859	18.0	1.6	1.00	28.80
Kirk Brae	Double Hedges Road to Claverhouse Drive	16	Liberton/Gilmerton	4,248	16.0	1.6	1.10	28.16
Saughton Road North	Dovecot Road to Kirk Loan	6	Costorphine/Murrayf'd	1,125	16.0	1.6	1.10	28.16
Orchard Brae	Orchard Brae Avenue to Comely Bank Road	5	Inverleith	3,607	16.0	1.6	1.10	28.16
Ellersly Road	Northbound Belmont Gardens to 94m North	6	Costorphine/Murrayf'd	547	16.0	1.6	1.10	28.16

Proposed Capital Programme - April 2014 – March 2015

Type 3 Carriageway Schemes

Type 3 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Prioritisation Score
Moredun Park Road	Gilmerton Road to Moredun Park Gardens & Moredunvale Place to Ferniehill Road	16	Liberton/Gilmerton	4244	19.0	1.3	1.10	30.88
Kingsknowe Road South	Lanark Road to Kingsknowe Drive	2	Pentland Hills	2299	18.0	1.3	1.10	29.25
Chester Street	Whole Street	11	City Centre	2424	17.5	1.3	1.10	28.44

Type 4 Carriageway Schemes

Type 3 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Prioritisation Score
Gibson Street	Whole Street	12	Leith Walk	460	20.0	1.0	1.00	20.00
Cammo Road	No.26 to Lennie Gate	1	Almond	7594	19.5	1.0	1.00	19.50
Dean Path	No.1 to No.63	5	Inverleith	1267	19.5	1.0	1.00	19.50

Proposed Capital Programme - April 2014 – March 2015

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Prioritisation Score
Swanston Grove	From Swanston Avenue to Swanston Drive	8	Colinton/Fairmilehead	1,543	20.0	1.0	20.00
Harlaw Road	From Kirkgate to Easter Kinleith farm	2	Pentland Hills	2,306	18	1.0	18.00
Glengyle Terrace	From Bruntfield Place to Valleyfield Street	10	Meadows/Morningside	1,223	17.5	1.0	17.50
Hope Lane North	From Windsor Place to Portobello High Street	17	Portobello/Craigmillar	631	17.5	1.0	17.50
Newmills Road and Avenue	From Old Newmills Road to Lanark Road West	2	Pentland Hills	1,767	17.50	1.0	17.50
West Pilton Bank	From Pennywell Road to West Pilton Gardens	4	Forth	564	17.0	1.0	17.00
Crewe Bank	Cul de sac from no 11 to no 32	1	Almond	7,248	17.0	1.0	17.00
Little Road	From Liberton Gardens to number 54	16	Liberton/Gilmerton	2,721	17	1.0	17.00
Moredun Park Loan	Access road to rear of numbers 25-33	16	Liberton/Gilmerton	455	17	1.0	17.00
Eglinton Cres Coates Gdns Magdala Cres	From Glencairn Crescent via Magdala Crescent to Haymarket Terrace	11	City Centre	3,124	16.5	1.0	16.50

Local Roads Schemes

Blackford Road	From Whitehouse Loan to Kilgraston Road	15	Southside/Newington	3,076	16.5	1.0	16.50
Gogar Station Road	From Bridge north of Lesser Milburn to railway bridge north of Gogarbank	1	Almond	6,853	16.50	1.0	16.50
Deanpark Place	From Marchbank Way to turning head	2	Pentland Hills	1,537	16.00	1.0	16.00
Allan Park Road	From Allan Park Crescent west junction to east junction	9	Fountainbridge/C'hart	2,465	16.00	1.0	16.00
Allan Park Crescent	From Allan Park Rd west junction to east junction, including Allan Park Loan	10	Fountainbridge/C'hart	2,775	16.00	1.0	16.00
Hillpark Avenue	From Hillpark Road to Hillpark Gardens	5	Inverleith	1,208	16.00	1.0	16.00
Marchbank Place	From Marchbank Gardens to Marchbank Drive	2	Pentland Hills	303	16	1.0	16.00
Shandon Road	From Shandon Terrace to Shandon Crescent	9	Fountainbridge/C'hart	570	15.50	1.0	15.50
Shandon Street	From Shandon Road to Shandon Place	9	Fountainbridge/C'hart	824	15.50	1.0	15.50
Shandon Terrace	From Shandon Road to end of cul de sac	9	Fountainbridge/C'hart	412	15.50	1.0	15.50
Hillpark Crescent	From Craigcrook Road to turning head at number 37 plus Hillpark Court	5	Inverleith	1,848	15.00	1.0	15.00
Marchbank Drive	From Mansfield Road to turning head at number 59	2	Pentland Hills	2,838	15.00	1.0	15.00

Local Roads Schemes

Eglinton Crescent	From number 3 to number 24	11	City Centre	2,424	15	1.0	15.00
Grosvenor Crescent	From Palmerston Place to west junction with Lansdowne Crescent	11	City Centre	2,413	15	1.0	15.00
Lansdowne Crescent	From Palmerston Place to west junction with Grosvenor Crescent	11	City Centre	2,357	15	1.0	15.00

Proposed Capital Programme - April 2014 – March 2015

Footway Schemes

Footway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
Coates Gardens & Eglinton Crescent	Magdala Crescent to Glencairn Crescent, both sides	11	City Centre	493	14.50	1.6	23.20
Frederick Street	From Princes Street to George Street, both sides	11	City Centre	1,225	16	2.0	32.00
West Register Street	From South St Andrew Street to Princes Street, both sides	11	City Centre	544	18.50	1.6	29.60
Clermiston Road	West side St John's Rd to Forrester Rd, east side St John's Rd to No.4	6	Costorphine/Murrayf'd	393	17.50	1.6	28.00
Melville Drive	From Argyle Place to Marchmont Road	10	Meadows/Morningside	356	17	1.6	27.20
Abercromby Place	South footway from Queen Street Gardens East to number 7	11	City Centre	368	17	1.6	27.20
Ferry Road opp Inverleith Gdns	From South Trinity Gardens to number 380	4	Forth	728	17	1.6	27.20
Rothsay Place	From Manor Place to Drumsheugh Gardens	11	City Centre	414	17	1.6	27.20
Drumsheugh Gardens	Number 37A to number 44	11	City Centre	414	17	1.6	27.20
Easter Road	West side No.31 to Duke St, east side No.404 to Leith St Andrew's Church	12	Leith Walk	359	16.50	1.6	26.40
Regent Road	South side adjacent St Andrew's House	11	City Centre	1,096	16.5	1.6	26.40

Footway Schemes

Hawthornvale Ph2	South side from Newhaven Road to Lindsay Road	13	Leith	643	16.5	1.6	26.40
Home Street	Both sides from Tarvit Street to West Tollcross	11	City Centre	1,180	13.00	2.0	26.00
Melville Drive	South Side Argyle Place to Hope Park Crescent	15	Southside/Newington	720	16.00	1.6	25.60
New Street	West footway Canongate to East Market Street.	11	City Centre	98	16.00	1.6	25.60
George Square	North Side from George Square Lane to Charles Street	15	Southside/Newington	781	16.00	1.6	25.60
Torphichen Street	North footway from West Maitland St to Canning St	11	City Centre	672	16.00	1.6	25.60
Albion Terrace & Albion Road	Both sides from Albion Place to footbridge at Albion Terrace	12	Leith Walk	776	16.00	1.6	25.60
Queen Charlotte Street/Elbe Street	Queen Charlotte St sth side No.46 to 66, nrth side no.41 to 61.	13	Leith	866	16.00	1.6	25.60
Academy St	Both sides	13	Leith	219	16.00	1.6	25.60
Salamander Street Ph2	North side from no 3 Baltic St to Pilans Pl, south side from Salamander Pl to Seafield Pl	13	Leith	842	16.00	1.6	25.60
Lorne Street	South side Sloan St to Easter Rd and north side from no 66 to Easter Rd	12	Leith Walk	423	16.00	1.6	25.60
South Learmonth Gardens	South footway from South Learmonth Avenue to Comely Bank Avenue	5	Inverleith	624	16.00	1.6	25.60

Footway Schemes

Ferry Road Newhaven Rd	From no 1 Bonnington Terrace, Newhaven Rd, to no 205 Ferry Road	12	Leith Walk	309	16.00	1.6	25.60
Dean Park Crescent	West footway from no 1 to no 23	5	Inverleith	478	16.00	1.6	25.60
Oxford Terrace	Both sides from Queensferry Road to Clarendon Crescent	5	Inverleith	94	16.00	1.6	25.60
Timber Bush	Both sides Bernard St to no 61 and section adjacent Maritime House	13	Leith	137	16.00	1.6	25.60
Leven Terrace	West footway from Valleyfield Street to Glenglye Terrace	10	Meadows/Morningside	183	16.00	1.6	25.60
Millerfield Place	South side Rillbank Terr cul de sac to Livingstone Pl	15	Southside/Newington	277	16.00	1.6	25.60
Hugh Miller Place	East Side	5	Inverleith	117	16.00	1.6	25.60

Proposed Capital Programme - April 2014 – March 2015

Local Footway Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
Sighthill Terrace	Both sides - Associated Local Road	7	Sighthill/Gorgie	859	17.00	1.2	20.40
Gilmerton Dykes Drive	Both sides - Associated Local Road	16	Liberton/Gilmerton	947	18.00	1.2	21.60
Newmills Road Balerno	East footway from north of Cherry Tree Park to Lanark Road West	2	Pentland Hills	454	17.00	1.2	20.40
Clermiston Place	Both sides	3	Drum Brae / Gyle	1,195	19.00	1.2	22.80

Deferred Carriageway Schemes

Carriageway Schemes Being Deferred to a future year to avoid adding to Traffic Congestion across the City

Scheme	
London Road	Eastbound Leith Walk to Hillside Crescent
Leith Street	Northbound Waterloo Place to Greenside Row
Gorgie Road	Westbound No.109 to 127
St John's Road	Glebe Road to Featherhall Avenue
A7 Old Dalkeith Road	Southbound Carriageway Cameron Toll Roundabout to outside No.33
Builyeon Road A904	Echline to Headrigg Road
Queensferry Road	Westbound Carriageway Craighleith Cres to No.2 Marischal Place
A7 Old Dalkeith Road Ph3	Walter Scott Avenue to Ravenswood Avenue
Hope Street	Whole Road
Morningside Road	o/s No.65 to Caanan Lane

Proposed Capital Street Lighting Programme

April 2014 – March 2015

Area	Location	Comments
City Wide	Various ancillary works	Revenue Column/Lantern replacements transferred to Capital
West	South Queensferry - replacement of 5th core cable	Commitment to local Councillor due to Scottish Power faults
City Centre	Charlotte Square lanterns and railing supports, phased renewal	General improvement scheme linked to Health & Safety
City Centre	Royal Mile Closes	General improvement scheme linked to obsolete equipment.
City Wide	Wall bracket pull test	Inspection scheme linked to Health & Safety
City Centre	P109 Conservation lanterns, phased renewal	General improvement scheme linked to obsolete equipment.
City Wide	Parks Lighting, various upgrades	General improvement scheme linked to obsolete equipment.
City Wide	Calton Road/New Street	General improvement scheme linked to obsolete equipment.
City Centre	City Centre Lanes	General improvement scheme linked to obsolete equipment.
City Centre	Queensferry Road, Illuminated traffic islands	General improvement scheme linked to obsolete equipment.
City Wide	Replacement of Test Failed Columns	Test failed columns.

Transport and Environment Committee

10:00am, Tuesday, 29 October 2013

Review of Subsidised Bus Service Contracts 2013

Item number	8.1
Report number	
Wards	All

Links

Coalition pledges	P19 , P47
Council outcomes	CO9 , CO10 , CO22
Single Outcome Agreement	SO1 , SO2

Mark Turley

Director of Services for Communities

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Executive summary

Review of Subsidised Bus Service Contracts 2013

Summary

The background of Council subsidy for certain bus services is described. Each service currently subsidised is described in some detail, including:

- the subject of the contract;
- details of the target market;
- the type and frequency of the service;
- performance over the past 12 months; and
- future plans for the service.

Network gaps are also discussed and conclusions drawn from the review and recommendations made.

Recommendations

It is recommended that the Committee:

- 1 agrees that the current Subsidised Bus Service Contracts funded by the Council in the main represent good value for money and help to achieve key aims of the Council;
- 2 notes that a number of contracts are to be tendered in the near future and that others will be retendered within the next 12 months; and
- 3 notes that the performance of Hogmanay Free Night Bus service N43 will be monitored.

Measures of success

It is hoped that the Council's new Framework Agreement for the Supply of Bus Services will lead to increased competition so leading to keener contract pricing.

Although not quantifiable, continued Council support for the bus network leads indirectly to improvements in health and accessibility for some sections of the community, particularly the elderly and those on low incomes.

Financial impact

This report reflects the present state and value of subsidised bus service contracts and the costs and value of each are discussed in the main report.

Equalities impact

As this report is a review of existing provision, there is no direct equalities impact. However, the report highlights the equalities benefits of continued provision through the enhancement of access to employment, educational, leisure and shopping opportunities that the subsidised bus services enable.

Sustainability impact

As this report is a review of existing provision, there is no direct sustainability impact. However, the reduction in dependence on transport by private car made possible by the provision of the subsidised bus services contributes to the Council's sustainability aims.

Consultation and engagement

Consultation over the future of a number of Subsidised Bus Services has taken place with relevant Elected Members and Community Councils. Consultation will continue throughout the tendering process for new contracts.

Background reading/external references

Review of Subsidised Bus Service Contracts 2013

1. Background

- 1.1 The Council funds or part-funds a number of Local Bus Service Contracts on the basis of social need. The annual Council budget for this purpose amounts to £1.15m, plus £80k agreed for 2013/2014.
- 1.2 This report describes the background and purpose of each of these contracts and examines their performance. The report also highlights forthcoming contract renewals and discusses gaps in the bus network in Edinburgh.

2. Main report

- 2.1 In the current financial year, the Council's Subsidised Bus service budget provided subsidy for six complete routes, four part-routes and five cross-boundary routes where the cost is shared with a neighbouring Council.
- 2.2 In addition the Council funds bus services for Queensferry on the public holidays at Christmas and New Year including the Free Nightbus at Hogmanay for that area, Kirkliston, Newbridge and Ratho (other Hogmanay Nightbus services are funded from a separate budget). It also contributes to West Lothian Council's cross-boundary services at that time of year.
- 2.3 Below, each subsidised service is described and information on passenger number, cost per passenger and comments on the future of the contract are provided. Traditionally, a subsidy per journey of up to £3.00 has been seen as good value for the Council, although for other Councils, especially those with large rural areas, this figure is often much higher.

- 2.4 For contracts ending within the next 12 months this report provides recommendations on a course of action.

Service 7: E&M Horsburgh

Queensferry-Kirkliston-Winchburgh-Broxburn-Uphall-Livingston Bus Station-St John's Hospital

The Council's interest in this service is in providing links to St John's Hospital, Livingston for residents of Queensferry and Kirkliston, at times when no direct link is available. The service is provided Monday to Saturday.

Service 7 is a cross-boundary service provided mostly commercially by E&M Horsburgh. The Council, however, contributes towards the cost of morning and evening journeys Monday to Saturday. The remainder of the timetable, with a curtailed route terminating at Uphall, is commercial. West Lothian Council is the lead authority on this contract, with City of Edinburgh Council contributing £66,351 (74.7%) towards the total contract figure of £88,824k, based on mileage operated in each Council area.

Over the past 12 months, the service carried 28,673 passengers overall, of which 12,973 (45.24%) were Concessionary. Proportionally, this equates to 21,418 passengers from Edinburgh, and a cost per journey to the Council of £3.09.

The contract is not due for renewal until October 2015.

Service 12/X12: Lothian Buses plc

Seafield-Leith-Princes Street-Haymarket-Corstorphine-Gyle-Ingliston Park & Ride-Ratho Station-Ratho Village

The Council's interest in this service is in providing a public transport link to the wider bus network for Ratho Village, without which Ratho would be served by service 40 (see below) only. The service is provided seven days per week.

This contract covers only the section of route between Ingliston P&R and Ratho Village, the remainder of the timetable being provided commercially by Lothian Buses plc.

Over the past 12 months, the service carried 160,293 passengers, of which 35,445 (22%) were Concessionary. The cost of the contract in 2012/13 was £183,102, equating to a subsidy of £1.14 per journey.

When Edinburgh Tram commences operation, it is Lothian Buses' intention to curtail service 12 to its former terminus at the Gyle, at which point it will no longer be possible to serve Ratho by this means.

To ensure continued public transport links for Ratho residents, a new solution will be needed. Options for this are being explored, in consultation with Ratho Community Council. Steps will be taken to ensure that there is no gap in service between the removal of service 12/X12 from Ratho and the inception of any new public transport arrangement.

Service 13 (Edinburgh Coach Lines)

Craigleith-Blackhall-Ravelston-West End-New Town-Broughton-McDonald Road- Dalmeny Street-Lochend-Findlay Gardens

This service is wholly subsidised by the Council, and links Craigleith, Blackhall Ravelston and Lochend to the city centre. Other links within the city centre are possible using this route, for instance, service 13 is the only public transport link to the Dean Galleries from the city centre, and it is the only service traversing parts of the New Town.

The service is used by commuters and schoolchildren in the peak periods and provides shopping and leisure opportunities at other times. Service 13 operates Monday to Saturday only.

Over the past 12 months, the service carried 143,806 passengers, of which some 75,584 (52.56%) were Concessionary.

The cost of the contract in 2012/13 was £188,491, equating to a subsidy of £1.31 per journey.

The current contract for service 13 ends in July 2014, and it is proposed to re-tender the service unaltered.

Service 18 (First)

Gyle-Wester Hailes-Colinton-Fairmilehead-Gilmerton-RIE

Peak time journeys on service 18 are operated commercially by Lothian Buses (Monday to Friday) with the remainder of the timetable being operated under contract to the Council by First Scotland East.

The Council's interest is in providing links across the south of the city to employment, education and leisure opportunities and to the Royal Infirmary of Edinburgh (RIE).

Over the past 12 months, the service carried 193,260 passengers, of which some 88,342 (45.7%) were Concessionary. The cost of the contract in 2012/13 was £87,327, equating to a subsidy of £0.45 per journey.

The Committee has approved proposals to seek prices to extend service 18 from the RIE via the new Public Transport Link between the RIE and Greendykes Road, to a) Fort Kinnaird and b) Queen Margaret University, Musselburgh. Possible frequency enhancements will also be explored through this process.

The new contract will, by agreement with the operator, include those journeys currently operated commercially by Lothian Buses plc, and will be procured through the Council's new Framework Agreement for Bus Services, approved by the Finance and Budget Committee at its meeting of 29 August 2013.

On the approval of a new contract, the current contract will be terminated by agreement with the operator.

Service 20 (Lothian Buses plc)

Chesser-Kingsknowe-Wester Hailes-Calders-Sighthill-Gyle

Service 20 is aimed at providing shopping, employment and leisure opportunities for communities such as Kingsknowe and the Calders, which are relatively isolated from the main bus network. The service benefits from an annual contribution of £25k from Tesco, owners of a superstore at Hermiston Gait.

Over the past 12 months, service 20 carried 127,884 passengers, of which some 69,554 (54.4%) were Concessionary. The cost of the contract in 2012/13 was £144,016, equating to a subsidy of £1.12 per journey. Taking the Tesco contribution into account reduces this figure to £0.93 as a cost to the Council.

This contract is due for renewal in July 2014, and it is proposed to re-tender the service unaltered.

Service 24 (Blue Bus)

Juniper Green-Currie-Balerno-Kirknewton-East Calder-Pumpherstons-Howden-St John's Hospital-Livingston Bus Station

Service 24 is provided under a West Lothian Council contract let in October 2012. The service provides links for Juniper Green, Currie and Balerno to health facilities in West Lothian, principally St John's Hospital. Six return journeys per day, Monday to Friday are provided.

Since the contract began, service 24 has carried an average of 2,400 passengers per month, equating to an estimated annual total of 28,800 passengers, of which some 20,500 (71%) are Concessionary.

The estimated cost of the contract in 2013/14 is £23,716. It has not been possible at this stage to isolate Edinburgh-based journeys from the total carried. However, each journey was subsidised by the City of Edinburgh to the amount of £0.82.

The contract is not due for renewal until October 2015.

Service 38 (Lothian Buses)

Granton-Ravelston-Balgreen-Morningside-King's Buildings-Cameron Toll-RIE

Service 38 provides important links for communities in the south of the city, including access to the RIE. The service is operated largely commercially by Lothian Buses, the Council's contribution being limited to a frequency enhancement from 30 mins to 20 mins between the peak periods, Monday to Friday only.

Over the past 12 months, the enhanced service 38 carried 307,420 passengers, of which some 141,525 (46.1%) were Concessionary. The cost of the contract in 2012/13 was £188,491, equating to a subsidy of £0.61 per journey.

This contract ends in July 2014, and a new contract will be negotiated with Lothian Buses to take effect thereafter.

Service 40/X40 (E&M Horsburgh)

St John's Hospital-Livingston Bus Station-Dedridge East- Mid Calder-East Calder-Wilkieston-Ratho-Hermiston P&R- Gilmerton-RIE

Service 40/X40 is provided under a West Lothian Council contract let in October 2012. The Council's interest in it is that service 40 provides four return journeys per day linking Ratho to St John's Hospital and the RIE.

It is estimated that the service will carry 98,501 passengers in the year since the contract began. The total annual cost of the contract is £264,740, of which this Council pays 2.56% (based on the mileage operated within Edinburgh) amounting to some £6,800.

Based on that percentage, the cost per journey within Edinburgh is estimated at £2.70. Although this is a relatively high cost, it is considered that the value of public transport links to two hospitals justifies it.

The contract is not due for renewal until October 2015.

Service 42 (Lothian Buses)

Craigleith-Stockbridge-City Centre-Cameron Toll-Duddingston Village-Portobello

Lothian Buses operates service 42 largely commercially. The section of route between the city centre and Portobello, however, is funded by the Council in the evenings and at weekends, under a contract let in 2009. The purpose of the contract was to reinstate sections of the timetable that had been de-registered by Lothian Buses on the grounds that they were not viable.

Over the past 12 months, the contracted sections of service 42 carried 38,101 passengers, of which 8,044 (21%) were Concessionary. The cost of the contract in 2012/13 was £56,511, equating to a subsidy of £1.43 per journey.

This contract ends in July 2014, and it is proposed to re-tender the service unaltered.

Service 63 (E&M Horsburgh)

Queensferry-Kirkliston-Newbridge-RBS-Gyle-Edinburgh Park-Hermiston Gait

Service 63 provides hourly links to employment, educational, leisure and shopping opportunities for residents in Queensferry, Kirkliston, Newbridge and Ratho Station. The present contract, let in 2009, is the successor to a previous contract funded from the section 75 agreement connected with the extension of the Gyle Centre, which commenced in April 2003.

Over the past 12 months, service 63 carried 91,228 passengers, of which 41,348 (41.3%) were Concessionary. The cost of the contract in 2012/13 was £105,812, equating to a subsidy of £1.16 per journey.

Service 63 has recently been re-routed within Kirkliston to serve the new housing developments in North Kirkliston. This contract officially ends in July 2014; however it is the intention to retender this service in the near future to explore the costs of potential frequency enhancements and connections with Tram. Kirkliston and Queensferry Community Councils have been fully involved in consultations over the future of service 63.

Service 64 (E&M Horsburgh)

Edinburgh Park Station-Maybury-East Craigs-Barnton-Cramond-Davidson's- Mains-Silverknowes

The present contract for service 64, let in 2009, is the successor to a previous one which commenced in April 2003, funded from the section 75 agreement connected with the extension of the Gyle Centre, the service then operating as part of Lothian Buses service 24.

The present service contains two commercial extensions serving Silverknowes and East Craigs, and operates on a 60 minute frequency during the bulk of the day, Monday to Saturday.

Service 64 provides access mainly to employment, shopping and leisure opportunities for residents in Silverknowes, Davidson's Mains, Cramond, and Maybury.

Over the past 12 months, service 64 carried 31,863 passengers, of which 24,192 (75.9%) were Concessionary. The cost of the contract in 2012/13 was £53,650, equating to a subsidy of £1.68 per journey.

Officials are aware of concerns over the reliability and quality of this service, which are being explored with the current operator.

This contract ends in July 2014. Before re-tendering, the relevant Community Councils will be consulted on the future configuration of the service.

Service 68 (Waverley Travel)

Gyle-Turnhouse-Craigmount High School-Corstorphine-Parkgrove-Clermiston-Corstorphine-Gyle

Service 68 consists of an off-peak service, Monday to Saturday, aimed at providing shopping opportunities for mainly elderly users. It is the only public transport link for residents at Turnhouse.

The service is currently operating on an extension of a contract, let in 2009 and due to end in 2012. Although a procurement exercise was carried out in 2012, it was aborted due to the low level of tender returns. The service will be retendered in the near future under the Council's new Framework Agreement for the Supply of Bus Services. No significant change in the specification of the service is envisaged.

Over the past 12 months, service 68 carried 49,755 passengers, of which 45,472 (91.4%) were Concessionary. The cost of the contract in 2012/13 was £67,812, equating to a subsidy of £1.36 per journey.

Service 70 (Waverley Travel)

Balerno-Currie-Hermiston Gait-Gyle

Service 70 aims to provide shopping opportunities, mainly for elderly residents not living on a bus route. The service consists of one return journey on Wednesday and Friday each week, with two return journeys on Saturday.

Over the past 12 months, service 70 carried 5,960 passengers, of which 5,474 (91.8%) were Concessionary. The cost of the contract in 2012/13 was £14,427, equating to a subsidy of £2.42 per journey. This seems a relatively high figure; however the fact that the timetable is limited concentrates the demand on a few well-used journeys. In addition, the high level of Concessionary users justifies the continued need for the service.

This contract ends in July 2015.

Service 129 (Eve Coaches)

Ocean Terminal-Leith-Fillyside-Portobello-Musselburgh-Wallyford-Presonpans-Port Seton-Seton Sands

Service 129 is provided under an East Lothian Council contract to which the City of Edinburgh Council contributes 43% of the total cost, based on the mileage operated in each Council area.

The Council's interest in this service was in re-establishing a public transport connection to Portobello for Leith and Fillyside, which was lost some years ago with the curtailment of Lothian Buses service 12 to Leith Links. Service 129 provides this link on a 60-minute frequency during the day, Monday to Saturday.

Over the past 12 months, service 129 carried 77,783 passengers in total, of which 42,486 (54.62%) were Concessionary.

This Council's share of these figures was 33,447 passengers carried of which 18,269 were Concessionary. The estimated cost to the Council of the contract in 2013/14 is £53,768, equating to a CEC subsidy of £1.60 per journey.

Christmas and New Year Provision

The Council funds the bus service for Queensferry on the four public holidays over Christmas and New Year, without which Queensferry would have no public transport link on these days. The service on 1 January is enhanced to take account of demand generated by the 'Loony Dook' event in Queensferry on that day. The total cost of the provision on these four days was £8,540.

Over the festive period in 2012/2013, the service carried a total of 3,260 passengers, equating to a cost per journey of £2.61.

The Council also funds the Hogmanay Free Night Bus service (N43) for the benefit of residents of Queensferry, Kirkliston, Newbridge, Ratho Station and Ratho Village. The cost of this provision in 2013 was £4,110.

First has been unable to provide accurate passenger numbers for this service due to an equipment failure on that day. However, based on a figure of 259 passengers carried on 1 January 2012, an estimate of 250-300 passengers seems reasonable for 1 January 2013. On that basis, a cost per passenger of £13.70 can be calculated.

This is expensive in terms of other subsidised bus service contracts, however it is proposed that the service is provided again on 1 January 2014, on the basis that 250-300 passengers is a significant number. Officials will work with First to increase passenger numbers on the service by use of more targeted and timeous advertising. Subsequent analysis of the performance of the service will show any positive or negative trends and allow an informed decision on the continued provision of the service to be made in future years.

Lothian Buses will again provide Hogmanay buses across their network of night services.

In addition, the Council contributes to the cost of a number of West Lothian Council contracts over the festive period, on the basis that they provide links to the rural west of the city that would not otherwise be provided. The cost to the Council over the last festive period was £14,589. The Council pays 32.54% of the total cost of the contracts, calculated on the basis of mileage operated within the Council boundary.

Network Gaps

- 2.5 Through the mechanism of the Petitions Committee, attention has been drawn to deficiencies in the bus network in the Kirkliston (Petitions Committee 3 December 2012) and Dumbiedykes (Petitions Committee 22 January 2013) areas.
- 2.6 It is the intention to explore options for these through the new Framework Agreement for Supported Bus Services approved by the Finance and Budget Committee on 29 August 2013.
- 2.7 Options for Kirkliston have already been extensively discussed through consultation with Kirkliston Community Council. In exploring these options, the advent of Tram operations will be important.
- 2.8 Discussions with Lothian Buses on options for Dumbiedykes are continuing. However, as mentioned above, the costs of a dedicated service for Dumbiedykes will also be explored through the use of the new Framework Agreement for Supported Bus Services.

- 2.9 The results of the tendering exercises for services 18, 63, 68 and the Ratho service will be reported to the Committee in January 2014.
- 2.10 In addition, that report will address possible solutions for Dumbiedykes together with the associated costs.

Conclusions

- 2.11 From the above, it can be seen that Subsidised Bus Services funded or part-funded by the Council in the main represent good value, and contribute towards many of the Council's core aims in improving connectivity, and providing links to employment, education, shopping and leisure activities.
- 2.12 Many subsidised services enable large numbers of elderly residents to access services and participate in social and other activities from which otherwise they may be excluded. The health and social inclusion benefits if this aspect of Subsidised Bus services alone is significant, although difficult to quantify with any degree of accuracy.
- 2.13 The sole instance where value is poor is the provision of the N43 Hogmanay Free Night Bus. Although the intention is to provide the service on 1 January 2014, it is hoped that increased advertising will improve its performance, which will be monitored carefully.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 notes that the current Subsidised Bus Service Contracts funded by the Council in the main represent good value for money and help to achieve key aims of the Council;
 - 3.1.2 notes that a number of contracts are to be tendered in the near future and that others will be retendered within the next 12 months; and
 - 3.1.3 notes that the performance of Hogmanay Free Night Bus service N43 will be monitored.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs.</p>
Council outcomes	<p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO10 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities.</p> <p>SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p>
Appendices	

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Temporary Pedestrian Crossings – A Motion by Councillor Bagshaw

Item number	8.2
Report number	
Wards	All

Links

Coalition pledges	P28 and P33
Council outcomes	CO19 and CO21
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Temporary Pedestrian Crossings – A motion by Councillor Bagshaw

Summary

This report outlines the current practice and future use of portable traffic signals for pedestrians at road works and the reasons for these procedures.

It follows a motion put forward by Cllr Bagshaw at the Transport and Environment Committee on 15 January 2013.

Recommendations

It is recommended that Committee:

- 1 approves the future use of portable traffic signals for pedestrians at road works where appropriate;
- 2 acknowledges that the Highways Agency specifications should be followed and only type approved equipment used;
- 3 notes that Public Utility (PU) and other road maintenance contractors will be consulted on the appropriate use of portable traffic signals, for pedestrians, whenever roadworks are being planned;
- 4 notes the intention to incorporate the use of portable traffic signals for pedestrians into a revised version of the Edinburgh Roadworks Ahead Agreement (ERWAA); and
- 5 discharges the Motion from Cllr Bagshaw remitted to the Transport and Environment Committee from Council on 15 January 2013.

Measures of success

Inspection of Council and PU road works sites will continue to be carried out to ensure compliance. Agreement will be reached with PUs on the appropriate use of portable traffic signals, with pedestrian phases, to be incorporated in the ERWAA.

Financial impact

The additional cost of the hire of this equipment, when compared to normal portable traffic signals for vehicles, is to a scale of 10:1 (£1,000 to £100 per week). Due to high setup and removal costs of the pedestrian phase equipment provision may only be viable for works that last a week or more.

The additional costs will be borne by whoever has initiated the works PU, Council or other contractor.

Equalities impact

The impact on young people, older and people with disabilities has been considered and provision will be made when suitable equipment is available. However, supply of portable equipment, approved for this purpose, is limited and has only recently become available.

As this equipment has been type approved by the Highways Agency information will be sought to ensure this has been impact assessed by them.

Sustainability impact

There are no sustainability impacts arising directly from this report.

Consultation and engagement

Internal consultation has taken place to determine the appropriateness of using portable pedestrian traffic signals at road construction sites where pedestrian crossing facilities have been switched off.

Further consultation with PU companies is now required so that it can be incorporated in a revised version of the ERWAA, from January 2014.

Background reading/external references

[Signal-controlled Pedestrian Facilities at Portable Traffic Signals - Traffic advisory leaflet 3/11, Department for Transport April 2011](#)

[Portable Traffic Signals for the Control of Vehicular Traffic - Traffic advisory leaflet 2/11, Department for Transport April 2011](#)

Temporary Pedestrian Crossings – A motion by Councillor Bagshaw

1. Background

- 1.1 The following Motion by Cllr Bagshaw was remitted from the Council meeting of 15 January 2013 to the T&E Committee. The Motion:

“Calls for a report within two cycles on the feasibility of providing temporary pedestrian crossing facilities at all planned road, or other works, where pedestrian lights are turned off, the arrangements to be made with utilities to ensure compliance, and the timescale required for providing equipment to achieve this.”

2. Main report

- 2.1 The Highways Agency has only recently given type approval for portable pedestrian traffic signals equipment and it is available for hire to contractors.
- 2.2 There are three circumstances where portable pedestrian traffic signals may be considered:-

2.2.1 To replace an existing pedestrian crossing that has failed or has been switched off for repair.

Where an existing pedestrian crossing has failed, or has been switched off for repair, there is a 2 hour maximum call-out time for the repair contractor to attend. Most of these repairs are completed in less than 24 hours and, at most, a few days. However, if the crossing site cannot be repaired within a week, then portable pedestrian crossing lights will be installed.

2.2.2 To maintain a pedestrian crossing when a pelican or puffin crossing is affected by road works.

Pedestrian crossings are generally switched off to facilitate the safe undertaking of road works, either by Transport Scotland, the Roads Authority, or a PU contractor. This is carried out to discourage pedestrians from crossing at that location, as it is incorporated within a ‘live site’.

Portable pedestrian crossing signals incorporating traffic control through a site can now be provided. Sites where this is appropriate, and the duration of the works prior to sanctioning these signals, need to be consulted on with PU companies to seek agreement. It is intended that the use of the equipment will be incorporated in to the ERWAA.

2.2.3 To maintain a pedestrian crossing at traffic signalled junctions affected by road works.

Current practice for large or lengthy schemes is, where possible, to modify the permanent traffic signals to accommodate the works while retaining the existing pedestrian facilities. This process involves connecting the temporary pedestrian/traffic portable or temporary signals into the signalised junction control box.

The decision on whether or not such a facility is required is decided at the Neighbourhood Roads team level in conjunction with the Statutory Consultees, such as the Police. The safe passage of pedestrians is always considered when approving traffic management proposals.

- 2.3 All work on the road network requires the permission of the Roads Authority. All works, with the exception of emergency works, are required to be notified on the Road Works Register in advance of the works being carried out. This notification is assessed by the Neighbourhood Roads teams and any specific requirements are discussed. This includes pedestrian facilities and movements.
- 2.4 For shorter works or less busy sites the expense and work involved in providing any portable pedestrian facility would be difficult to justify and would have significant financial implications for contractors, PUs or the Council. This provision could also increase the delays encountered by other road users, thus potentially adversely affecting congestion on the strategic road network. Consultation with all parties will seek agreement that all work, with a duration of less than one week, is exempt from the requirement to install portable pedestrian signals.
- 2.5 A member/officer working group has been established, including Cllr Bagshaw, to revise the ERWAA for presentation to T&E Committee in January 2014. The provision of these facilities will form part of the discussions and recommended changes to the ERWAA.

- 2.6 It should be noted that the current version of the Traffic Signals Manual Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations does not require portable pedestrian lights to be provided. Contractors are under no legal obligation to provide them. It is possible that some companies could simply refuse to use this apparatus. In order to make this a condition for PUs to carry out their work this will be consulted on for the revision of the ERWAA.

3. Recommendations

- 3.1. It is recommended that Committee:
- 3.1.1 approves the future use of portable traffic signals for pedestrians at road works where appropriate;
 - 3.1.2 acknowledges that the Highways Agency specifications should be followed and only type approved equipment used;
 - 3.1.3 notes that Public Utility (PU) and other road maintenance contractors will be consulted on the appropriate use of portable traffic signals, for pedestrians, whenever roadworks are being planned;
 - 3.1.4 notes the intention to incorporate the use of portable traffic signals for pedestrians into a revised version of the Edinburgh Roadworks Ahead Agreement (ERWAA); and
 - 3.1.5 discharges the Motion from Cllr Bagshaw remitted to the Transport and Environment Committee from Council on 15 January 2013.

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. CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Priority Parking Update – Various Areas, Edinburgh

Item number	8.3
Report number	
Wards	5 – Inverleith 6 – Corstorphine/Murrayfield 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 15 – Southside/Newington 17 – Portobello/Craigmillar

Links

Coalition pledges	
Council outcomes	CO22 , CO23 , CO26
Single Outcome Agreement	NO4

Mark Turley

Director, Services for Communities

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Executive summary

Priority Parking Update – Various Areas, Edinburgh

Summary

This report updates Committee on the progress of Priority Parking proposals in various areas around Edinburgh and makes recommendations based on the results of ongoing investigations.

This report also considers the objections received during the public consultation on the proposed introduction of Priority Parking in the Blinkbonny area.

Recommendations

It is recommended that the Committee:

- 1 approves the abandonment of Priority Parking proposals, for reasons detailed in this report, in the following areas: Groathill/Maidencraig, Brunstane and Roseburn;
- 2 notes the progress made on proposals in Blackford/Nether Liberton, Murrayfield, Lockharton, Priestfield and Craigleith areas;
- 3 repels the objections received during the formal consultation on Priority Parking in the Blinkbonny area;
- 4 approves the phased introduction of the Blinkbonny Priority Parking scheme;
- 5 notes the intention to consult with residents in the Saughton and Balgreen areas around the future Tram stops on potential parking problems and to ascertain if parking controls are required; and
- 6 notes the intention to consult with residents in the Craigour area regarding the relocation of the Royal Hospital for Sick Children(RHSC) to ascertain if parking controls are required if parking problems arise.

Measures of success

The measures of success will be if residents can park closer to their homes where Priority Parking is introduced and if it can deliver a balance between the number of residents' permits purchased and parking places provided. It will also prove successful if communities are content with the outcome of the consultation processes where it is recommended not to proceed with Priority Parking schemes.

Financial impact

The cost of implementing the proposed Priority Parking schemes in 2013/14 is estimated at £60,000. This will be contained within Transport's Parking Revenue.

Budgets for future schemes beyond the end of 2013/14 have yet to be identified.

Equalities impact

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

The main aim of Priority Parking is to better manage the demand for the available kerbside space in residential areas to help residents park closer to their homes. It is expected that this will have a positive impact on the Council's duty regarding the protected characteristics of age and disability.

Sustainability impact

There are no adverse environmental impacts arising from this report.

Consultation and engagement

Committee approved the re-advertisement of the Priority Parking proposals in the Blinkbonny area at its meeting in March 2013 following an inconclusive result to the previous consultation.

A second public consultation was conducted between 14 June and 9 July 2013. The results will be fully considered in the Blinkbonny section of Appendix One: Detailed Progress in Each Area to this report.

Informal consultations were conducted with local residents in an additional six areas where Priority Parking controls were proposed. The results are fully considered in the relevant sections of Appendix One: Detailed Progress in Each Area to this report.

Discussions have taken place with elected members representing the wards which include the seven Priority Parking Areas where consultations with residents have been conducted. Elected members have been consulted and are broadly in agreement with the proposals.

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

Background reading/external references

[Priority Parking – Various Areas, Edinburgh](#). Transport, Infrastructure and Environment Committee Report, 2 August 2011.

[Progress on Priority Parking – Various Areas, Edinburgh](#). Transport and Environment Committee Report, 23 November 2012.

[Priority Parking in Craigleith and Blinkbonny – Results of Formal Consultations](#). Transport and Environment Committee Report, 19 March 2013.

Appendix One: Detailed Progress in Each Area.

Appendix Two: Objections to Priority Parking in the Blinkbonny Area.

Appendix Three: Prioritised List of Priority Parking Schemes.

Priority Parking Update– Various Areas, Edinburgh

1. Background

- 1.1 At its meeting on 23 November 2012 Committee considered a report entitled 'Progress on Priority Parking – Various Areas, Edinburgh'. This report updates Committee on the progress of Priority Parking schemes in each area.

2. Main report

- 2.1 There are currently three Priority Parking schemes operating in Edinburgh; B1 in the South Grange, B2 in South Morningside and B3 in Arboretum/Kinnear.
- 2.2 A fourth scheme, B4 in Craigleith, is expected to be implemented and operating at the beginning of November 2013.
- 2.3 Informal consultations with residents and businesses have been carried out in several other areas previously approved for an investigation into Priority Parking. Progress in each of these areas is summarised within the following paragraphs of this report, while more detailed information can be found in Appendix One: 'Detailed Progress in Each Area'.
- 2.4 **Groathill/Maidencraig:** The informal consultation in this area elicited few responses, with no clear indication that there was support for parking controls. For this reason it is recommended that current plans for Priority Parking in this area be abandoned.
- 2.5 **Brunstane:** The informal consultation in this area revealed that a significant majority of respondents did not wish to see permit parking introduced in their area. For this reason it is recommended that current plans for Priority Parking in this area be abandoned.

- 2.6 **Roseburn:** The informal consultation in this area elicited few responses, with no clear indication that there was support for parking controls. Given the number of responses and that most of the responses received indicated opposition to the introduction of Priority Parking, it is recommended that current plans for Priority Parking in this area be abandoned.
- 2.7 **Priestfield:** With a generally positive response to Priority Parking from residents of this area, the legal process to introduce a permit scheme is set to continue. It is anticipated that the order will have been formally advertised by the time this report is considered by Committee. In response to representations from the local Community Council, this order is being progressed in conjunction with the order for Blackford/Nether Liberton.
- 2.8 **Blackford/Nether Liberton:** The results of the informal consultation in this area had previously been reported to Committee in November 2012. At that time it was agreed that the extent of the area be reduced to reflect the results of the consultation. Following representations from the local Community Council it was decided to delay further progress on this particular scheme in order that it could be progressed in tandem with the scheme for Priestfield. It is anticipated that the order will have been formally advertised by the time this report is considered by Committee.
- 2.9 **Murrayfield:** The informal consultation in this area indicated that there is support for parking controls in many, but not all, parts of Murrayfield. On that basis the area that is proposed to go forward to formal consultation will reflect where there was the greatest support. Design work on a scheme of Priority Parking will have commenced by the time Committee considers this report and it is anticipated that the draft order will be advertised before the end of this calendar year.
- 2.10 **Lockharton:** It is anticipated that the order will have been formally advertised by the time this report is considered by Committee.
- 2.11 **Blinkbonny:** Following the previous decision of this Committee to readvertise the proposal for the Blinkbonny area, the latest consultation reveals more support for Priority Parking than from the previous consultation. Nonetheless, objections were received to the proposal, details of which can be found within Appendix 2 to this report. On the basis that this consultation revealed more support for Priority Parking than opposition, and that Priority Parking has the ability to be phased in to ensure that the right balance of controlled space to uncontrolled space is achieved, it is recommended that the Committee repels the objections received during the formal consultation and proceeds to make the traffic order.

- 2.12 **Saughton & Balgreen:** These two areas were highlighted from a review of parking along the route of the tram, having been identified as areas where tram users might create or add to existing parking pressures. Consultation with local residents and businesses will be carried out before the end of this calendar year, with a view to determining whether there is support for Priority Parking as a means of ameliorating any potential impacts as a result of tram.
- 2.13 **Craigour:** Identified as an area where, due to the future relocation of the Royal Hospital for Sick Children, parking pressures could increase. Consultation with local residents and businesses will be conducted at a future date. With the relocation of the RHSC not expected to take place before 2017, the consultation will take place once all other Priority Parking schemes have been considered.
- 2.14 Appendix Three contains the revised Prioritisation List and further financial information.

3. Recommendations

3.1 It is recommended that the Committee:

- 3.1.1 approves the abandonment of Priority Parking proposals, for reasons detailed in this report, in the following areas:
Groathill/Maidencraig, Brunstane and Roseburn;
- 3.1.2 notes the progress made on proposals in Blackford/Nether Liberton, Murrayfield, Lockharton, Priestfield and Craigeith areas;
- 3.1.3 repels the objections received during the formal consultation on Priority Parking in the Blinkbonny area;
- 3.1.4 approves the phased introduction of the Blinkbonny Priority Parking scheme;
- 3.1.5 notes the intention to consult with residents in the Saughton and Balgreen areas around the future Tram stops on potential parking problems and to ascertain if parking controls are required; and
- 3.1.6 notes the intention to consult with residents in the Craigour area regarding the relocation of the RHSC to ascertain if parking controls are required if parking problems arise.

Mark Turley

Director, Services for Communities

Links

Coalition pledges	Maintaining and enhancing the quality of life in Edinburgh.
Council outcomes	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Detailed Progress in Each Area Appendix 2 – Objections to Priority Parking in the Blinkbonny Area Appendix 3 – Prioritised List of Priority Parking Schemes

Detailed Progress in Each Area

B5 Blinkbonny

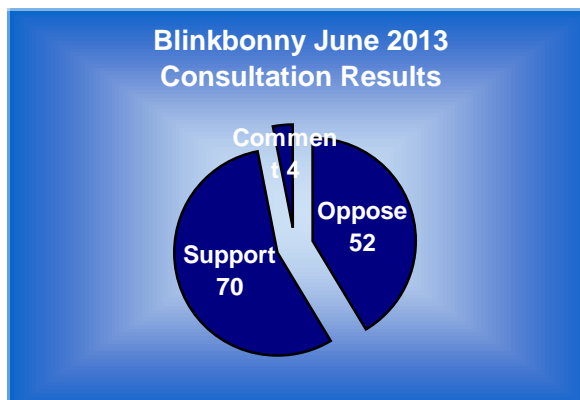
- 1 As part of the Traffic Regulation Order (TRO) procedure, for the potential introduction of Priority Parking in the area, a public consultation started on 12 October 2012 and ran until 6 November 2012.
- 2 A letter was delivered to each property within the area, providing information on the possible introduction of the scheme. It also asked residents to let the Council know their views regarding their support or opposition to the proposals. Street notices were displayed across the area, a public notice was placed in the press, documents were available for inspection at the City Chambers, plus information was published on the Council's website and Scotland's public information portal, Tell Me Scotland.
- 3 Two hundred and forty-eight letters were delivered and 111 responses were received. These comprised 61 objections, 45 indications of support and five comments.
- 4 While this number may suggest that residents did not support Priority Parking, it is the content of the representations that are more significant. More detailed consideration of the responses indicated that it was likely that the proposals were not explained clearly.
- 5 For instance, it was noted that a number of objections indicated their opposition to additional yellow lines or ticket machines in their street, which were not part of the proposals. It was unclear whether these were objections to the Priority Parking scheme or against any extensions to the Controlled Parking Zone, which were not being considered, but were suggested by a local resident in a leaflet containing a number of misleading statements about the proposals.
- 6 The contents and pattern of the responses received were not sufficiently clear to provide a conclusive result either way. Therefore, when Committee was asked to consider the consultation results it was decided to re-advertise the TRO which would enable another consultation to be conducted.
- 7 The second public consultation started on started on 14 June 2013 and ran until 9 July 2013. In addition to the usual steps taken when advertising a TRO, as

above, a public exhibition was held on 19 June 2013 in St Columba's Church, Columba Road.

- 8 At the public meeting, plans of the proposal were on display, along with detailed information about Priority Parking and Council officers were also available to answer questions from residents.

The Results

- 9 There was a higher rate of response to the second consultation as 126 individual representations were received. This included; 70 indications of support, 52 objections and four general comments.



- 10 There are 248 households within the Blinkbonny area and the representations were received from 85 properties within the area. This suggests a response rate, as a proportion of households, of around 34% which is above average for this type of consultation.

Blinkbonny Consultation Results by Street						
Street	Households			Individuals		
	Total	For	Object	Total	For	Object
Blinkbonny Avenue	11	4	7	14	5	9
Blinkbonny Gardens	15	12	3	26	22	4
Blinkbonny Grove	9	1	8	10	1	9
Blinkbonny Road	21	15	6	37	27	10
Craigleith Drive	8	2	6	12	2	10
Crarae Avenue	3	1	2	4	1	3
Orchard Road South	10	9	1	12	10	2
Orchard Toll	0	0	0	0	0	0
Queensferry Road	3	0	3	3	0	3
Ravelston Dykes	2	1	1	4	2	2
Totals	82	45	37	122	70	52

- 11 The four general comments are not included in the above table to ensure clarity, but they were received from three additional households while one comment was received from a household where another resident supported the introduction of Priority Parking.
- 12 Indications of support were received from 45 households whilst objections were received from 37 properties. Three households offered general comments without wishing to indicate a preference either way.
- 13 Compared to the previous consultation, the responses were generally clearer, showed a greater appreciation of the proposals and the pattern of responses revealed an obvious division between areas of support and opposition.

Proposals Based on the Consultation Results

- 14 The result of the second consultation clearly indicates where support and opposition to the proposals lie.
- 15 Priority Parking is sufficiently flexible to allow the introduction of parking places where there is either a need or support for controls, whilst retaining the status quo in other areas.
- 16 That being the case, there is a clear east/west separation between the number of objections and indications of support received. The results suggest there is scope to adopt the same phased approach that has been used in all three of the existing Priority Parking areas, with the initial phase of implementation concentrating on the eastern part of the area.

Blinkbonny Consultation Results by Street						
Street	Households			Individuals		
	Total	For	Object	Total	For	Object
Blinkbonny Avenue	11	4	7	14	5	9
Blinkbonny Gardens	15	12	3	26	22	4
Blinkbonny Road	21	15	6	37	27	10
Orchard Road South	10	9	1	12	10	2
Totals	57	40	17	89	64	25

- 17 The proposed approach would allow an initial phase of parking places to be introduced, after which monitoring would identify where and to what extent further parking provision, if any, was required. This will ensure that only sufficient parking will be provided to meet the actual, on-street parking needs of residents, reducing the risk of parking pressures moving to other areas.

- 18 The initial phase of implementation would be anticipated to consist of a relatively small proportion of the total number of parking places proposed. Any further phases of implementation would consist of more modest additions to the parking provision and it is unlikely, based on experience elsewhere, that all of the parking provision shown in the design would be required on-street.

Objections

- 19 There were 52 objections received to the proposals to introduce Priority Parking in the Blinkbonny area, including 54 separate points to address. The full consideration of these issues can be found in Appendix Two: Objections to Priority Parking in the Blinkbonny Area.
- 20 There were five major issues, raised by ten or more people, while the remainder of the points were cited fewer than ten times.
- 21 The first major issue cited by 22 people is that they did not have a commuter parking problem or similarly that they already found it easy to find a parking place near their homes during the day. It is considered that commuter parking pressures are evident in eastern half of the area, but are less so to the west where the majority of such comments originated.
- 22 By scaling back the proposals and only introducing parking places where there is a need for them, the majority of these concerns will be addressed as they mainly originate from residents to the west of the area.
- 23 The second major point, with 18 mentions, indicates residents' concerns about additional street furniture and the possible negative visual impact Priority Parking may have on the area.
- 24 Residents' parking places are required, by law, to have an associated sign indicating the restrictions to motorists. However, Priority Parking has been designed to minimise the number of new signs required. By introducing parking places at longer lengths of kerbside space; less signs will be needed relative to many short parking places. In addition to using existing street furniture such as lamp and existing sign posts where possible, permission will be sought from residents to attach signs to suitable walls or fences to reduce the number of poles required.
- 25 Thirdly, 17 objections were received regarding the price of parking permits and many viewed this as a money-making exercise by the Council where the price of a permit would rise significantly above the rate of inflation.

- 26 It is intended to introduce parking places only where there is a need for them. Therefore, residents that do not support the scheme or do not consider the possible price of a permit to be acceptable do not have to purchase a permit, as unrestricted lengths of kerbside space will still be available in their vicinity.
- 27 Permit holders are the main beneficiary of parking controls and permit charges help to contribute towards the operating costs of the scheme, such as; administration, maintenance and enforcement. Priority Parking is not a scheme that will generate significant income and it is worth noting that any income from parking is ring-fenced for transport improvements. Permit prices have on the whole remained relatively stable since the first permit scheme was introduced in 1973.
- 28 The fourth reason, suggested by 14 people is that the proposals will not help them but will only make matters worse in their street. It is considered that this point mainly reflects more of a general negative feeling about Priority Parking rather than specific concerns. It was also said that Priority Parking will not solve other problems, however, some residents did not specify what these problems were.
- 29 However, there is some anxiety from residents who do not have a parking place outside their house, while others suggest that they will be compelled to purchase a permit due to the reduction in unrestricted areas which residents will be made to compete with other neighbours over.
- 30 Priority Parking was designed to introduce parking places where survey data indicated that residents needed to park on their street during the day. Consideration was also given to the potential number of new signs required. The results of the consultation will be used to introduce parking places where residents support them and to achieve a balance of parking places to the number of permits purchased. Meaning residents will not feel compelled to buy a permit. It should be noted that there is already competition for unrestricted kerbside spaces on a first come, first served basis and controls will only help give permit holders a priority over other road users on a small proportion of the kerbside space.
- 31 Finally, the fifth point regards repeating the public consultation as 11 residents suggest that the Council have ignored the wishes of residents.
- 32 As detailed above, after the initial consultation, while the numbers alone suggested residents did not support Priority Parking. Further analysis of the results of the original consultation did not result in a conclusive outcome and there were significant enough concerns to indicate that repeating the consultation could be beneficial.

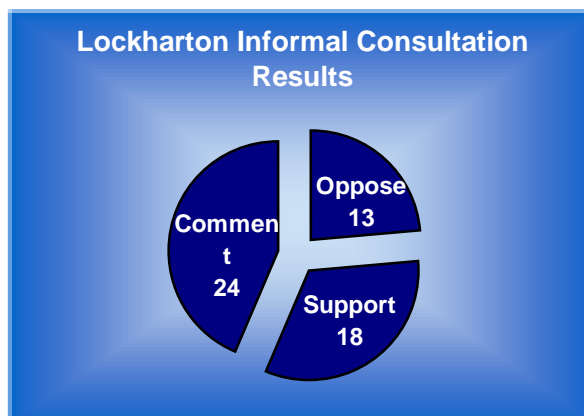
- 33 The remaining issues are considered separately in Appendix Two: Objections to Priority Parking in the Blinkbonny Area.

Blackford/Nether Liberton

- 34 An informal consultation in late 2012 suggested there were pockets of support for Priority Parking controls to the east of Mayfield Road. However, in other areas there was greater opposition to the proposals and it was proposed to abandon further consideration in these areas.
- 35 Committee approved the Progress report on Priority Parking at its November 2012 meeting which included the recommendation to start the TRO process necessary to introduce parking controls.
- 36 However, further consultation with the Community Council suggested that this area should be taken forward concurrently with a similar scheme in the Priestfield area. At that time, the informal consultation in the Priestfield area had yet to be completed but the details of the Priestfield consultation are detailed below.

Lockharton

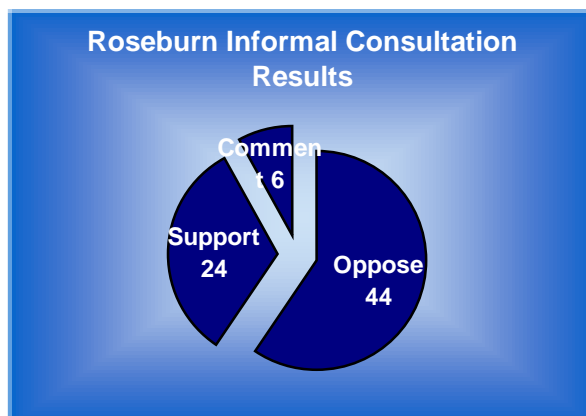
- 37 It is anticipated that the formal consultation process for Priority Parking in the Lockharton Area will have taken place by the time this report is considered by Committee.
- 38 The informal consultation in the Lockharton area was conducted in January and February 2012 to find out if residents have any parking problems and if they considered a Priority Parking scheme could benefit them.
- 39 There are 198 properties within the area and 55 responses were received. This includes 38 responses from local residents which indicates a return rate, as a percentage of households within the area, of 19% which is around the level expected for an exercise of this type.
- 40 The majority of respondents made general comments and did not provide sufficient information as to whether they supported or opposed the scheme. However, of those that did, 18 clearly supported the introduction of Priority Parking while 13 were against any residents' parking places.



- 41 There were a significant number of comments from parents of children attending the nursery school in Craiglockhart Terrace. The design of the scheme was amended to provide parents with better limited waiting parking opportunities and in more reasonable locations for dropping-off and collecting young children.
- 42 Following the satisfactory conclusion of these concerns, the legal process to introduce Priority Parking in Lockharton was started in October 2012.

Roseburn

- 43 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.
- 44 The area consisted of 1,191 households and only 74 representations were received. This indicates a return rate, as a percentage of households, of 6% which is significantly lower than anticipated for an exercise of this type.
- 45 The response rate itself suggests that parking is not a major concern for local residents and the results support this notion.
- 46 From the 74 responses, 44 opposed the introduction of parking controls while only 24 indicated their support and six general comments were received.

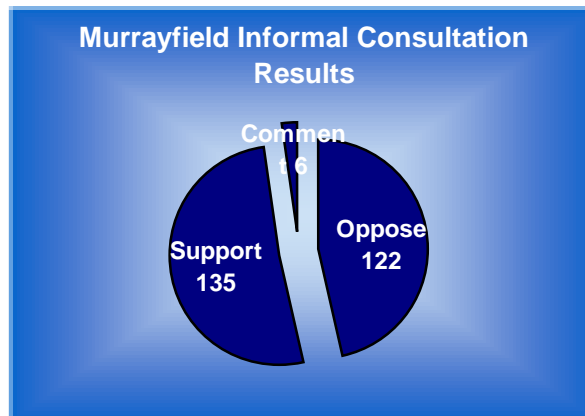


- 47 The majority of residents considered that they did not have any parking problems and that they could already park within a reasonable distance of their homes in this area. Whilst others indicated that they had access to a private parking area and did not need to park on-street.
- 48 Whilst others did have parking problems, these were mainly during Rugby Internationals and events at Murrayfield Stadium or football matches at Tynecastle, and they did not consider that Priority parking would help them as the parking controls would not operate at the weekends or in the evenings.
- 49 Some questioned the need to pay for parking permits and suggested that the proposals were a way for the Council to generate money from local residents.
- 50 Residents were also asked if they considered the introduction of the Murrayfield Stadium tram stop would create any problems for them and if they wanted the Council to introduce restrictions in advance of the tram stop opening.
- 51 The responses from residents suggested that they favoured a 'wait and see' approach as they were not convinced that parking pressures would change dramatically.
- 52 The results were discussed with all three ward members and it was agreed that due to the lack of support from local residents, it should be recommended to abandon the Priority Parking proposals in the Roseburn area.

Murrayfield

- 53 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.

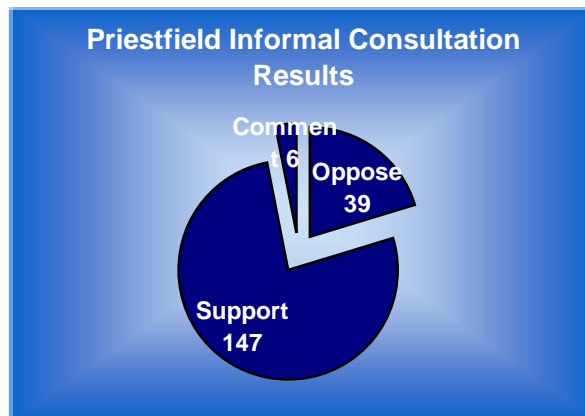
- 54 The area consisted of 1,271 households and 263 representations were received from 244 households. This indicates a return rate, as a percentage of households, of 19% which is around the level expected for an exercise of this type.
- 55 The consultation revealed that 135 residents support the proposals, 122 indicated they were opposed to Priority Parking and six people offered general comments.



- 56 While the number of indications of support and opposition were similar, it was ascertained that more residents closer to the A8 Glasgow Road supported the scheme. While those who lived further from the main bus routes did not share the same views and considered Priority Parking controls to be unnecessary.
- 57 While previous survey data indicated that, across the area as a whole, commuter parking pressures were lower than other areas being considered for Priority Parking controls, there are streets, such as those closer to the bus routes, that experience see significant parking pressures.
- 58 The main problems raised by residents and the reasons for supporting the introduction of the Priority Parking scheme are; vehicles using the area for airport parking, parking by commercial vehicles associated with the car dealership on Corstorphine Road, inconsiderate parking by vehicle hire firms and parking pressures moving into the area after the CPZ was extended.
- 59 The majority of the residents who oppose Priority Parking controls live to the west and north parts of the area, where parking problems are considered to be less evident.
- 60 Discussions were held with each of the three ward members and it was agreed to proceed with a scheme on a reduced scale to focus on the areas where there is greater support for them and where problems are more acute.

Priestfield

- 61 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had any parking problems and if they considered a Priority Parking scheme could benefit them.
- 62 The area under consideration consists of 567 households and 192 representations were received from 167 properties. This indicates a return rate, as a percentage of households, of 29% which is a good return for an exercise of this type.
- 63 The consultation revealed that 147 residents support the introduction of Priority Parking, 39 indicated their opposition to the proposals and six people offered general comments.

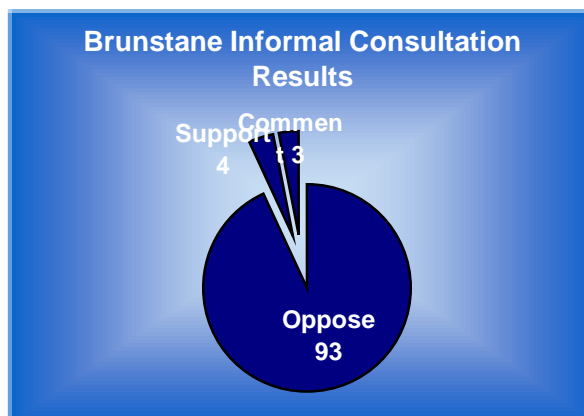


- 64 The results of the consultation reveal that there is strong support for Priority Parking to the west of the area where commuter parking pressures have been previously identified.
- 65 One of the main reasons cited by residents for supporting the scheme is the volume of commuter traffic that enters the area each day and it was suggested this originates from local offices.
- 66 A number of residents suggested that they felt pressurised by commuter vehicles waiting in their street for them to vacate their parking space in the mornings. In addition, road safety was becoming a concern as a result of dangerous driving, for instance excessive speed, by some motorists competing for these spaces.
- 67 Many suggested that the 20mph area was not being observed as vehicles sped for spaces. Additionally, indications were that double parking or waiting on double yellow lines was becoming commonplace.

- 68 There were also concerns about inconsiderate parking outside nurseries in the area, which was also raised by local Councillors. Creating spaces that cannot be used by all-day commuters could leave more opportunities for parents dropping-off children.
- 69 However, there are streets to the east of the area which do not have the same level of parking pressures and many residents do not consider that controls are necessary in these parts.
- 70 A meeting was arranged with two of the four elected members in the ward; Councillors Orr and Rose. While Councillors Burgess and Perry were informed separately about the results.
- 71 It was agreed to proceed with the TRO necessary to implement the scheme in the areas where there is support for the proposals. The initial stage of consultation was carried out in August 2013.
- 72 It is anticipated that the formal consultation process for Priority Parking in the Lockharton Area will have taken place by the time this report is considered by Committee.

Brunstane

- 73 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 74 The area consisted of 484 households and 100 separate representations were received from 90 households. This indicates a return rate, as a percentage of households, of 19% which is around the level expected for an exercise of this nature.
- 75 The result was conclusive as 93 respondents opposed any parking controls in their area, while only four indications of support were received and three general comments were noted.

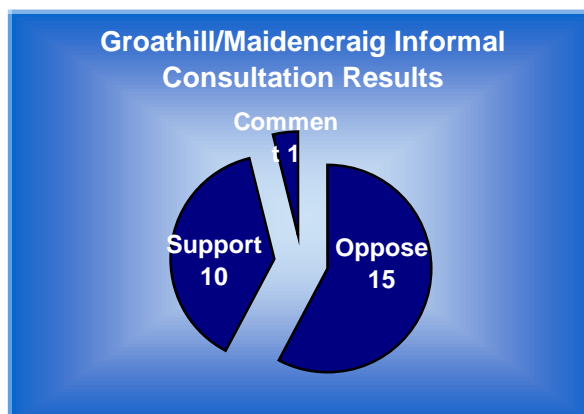


- 76 There was also a petition submitted which included the names of 43 residents who were opposed to the proposals. Ten people had already submitted responses individually. Therefore, it could be considered that another 33 residents did not support the introduction of Priority Parking.
- 77 The main reasons people did not support the proposals was because they considered they did not have a parking problem and that they did not want to pay for parking outside their homes when they already could do so easily.
- 78 The main reason for investigating parking measures in this area was due to parking pressures from the nearby college campus. However, additional car parking facilities were introduced on campus and part-time single yellow lines were also introduced in some streets to tackle commuter parking.
- 79 Since alternative measures were introduced and there is clear opposition to the proposals from residents, it is recommended to abandon proposals to introduce Priority Parking in the Brunstane area.

Groathill/Maidencraig

- 80 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 81 The area consists of 373 properties and 26 separate representations were received from 25 households. This indicates a return rate, as a percentage of households, of 7% which is significantly lower than the level expected for an exercise of this nature.

82 Fifteen residents indicated they did not support the proposals while 10 supported the introduction of Priority Parking and one general comment was received.



83 The low response rate suggests that parking is not a major concern for local residents whether they support or oppose the introduction of parking controls. The pattern of responses also does not tend to suggest that pressures are concentrated in specific areas.

84 Furthermore, the residents that responded indicated that parking on the road in their area was not a problem and that many had driveways in any case. While some that supported the scheme did so as they considered it could help improve sight-lines when exiting their drives.

85 Following discussions with the elected members in the ward it was agreed to recommend to Committee to abandon the proposals to introduce Priority Parking in the area.

Craigour

86 The proposed relocation of the Royal Hospital for Sick Children (RHSC) from its current location in Sciennes Road to Little France, may give rise to the prospect of future parking pressures in the Craigour area.

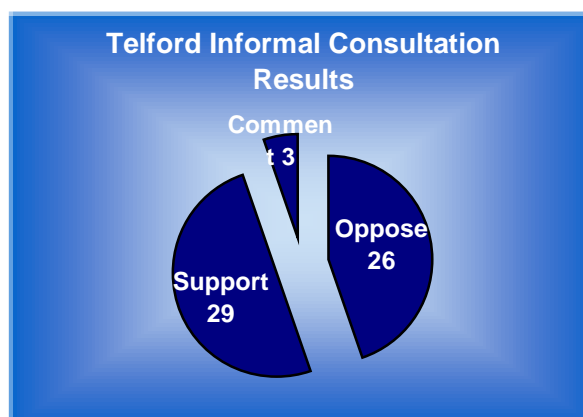
87 There may be a potential need for a Priority Parking scheme when considering the existing parking demands of the RHSC at its city centre locus and the potential displacement to a new location. Since this project is not due for completion until 2017, it is recommended to add this area to the bottom of the Prioritisation List and to monitor the situation going forward.

Bangholm/Wardie

- 88 Councillor Jackson raised the Bangholm/Wardie area as one where parking pressures were having a negative impact on the availability of parking for residents' outside their homes. This matter was discussed at the 2 August 2011 meeting of the Transport, Infrastructure and Environment Committee and added to the Prioritisation List.
- 89 Further consultation with local residents, will take place and the results of those discussions will be reported to a future meeting of this Committee.
- 90 While the budget provision for this scheme has yet to be identified, if there is community support for the proposal it is likely that they will be implemented during the 2014/15 financial year.

Telford

- 91 An informal consultation was conducted with local residents between March and April 2013. A letter was delivered to each property within the area to find out if residents had parking problems and if they considered a Priority Parking scheme would be beneficial for them.
- 92 The area consisted of 677 properties and 58 separate representations were received from 57 households. This indicates a return rate, as a percentage of households, of 8% which is significantly lower than the level expected for an exercise of this nature.
- 93 Twenty-nine residents indicated they supported the proposals while 26 opposed the introduction of Priority Parking and three general comments were received.



- 94 The results of the informal consultation were discussed with three of the four ward Councillors, at which time it was suggested that officers open discussions with the two Community Councils covering this area, in recognition of longstanding concerns from residents over parking pressures and problems. The aim of these discussions will be to determine whether there is wider support for Priority Parking than was suggested by the consultation responses, or whether there are other measures that could address resident's concerns.
- 95 Following this consultation, a report will be submitted to a future meeting of this Committee recommending a way forward.
- 96 While the budget provision for this scheme has yet to be identified, should there be community support for Priority Parking it is likely that this will be implemented during the 2014/15 financial year.

Saughton

- 97 It is considered that the introduction of the Trams could potentially increase commuter parking pressures in the area.
- 98 There is already demand from commuters to the north of the rail and tram lines on Saughton Road North. Should pressures increase then it is likely vehicles will start to park in Carrick Knowe, possibly on the roads leading to the primary school.
- 99 To the south of the lines, there is an already significant level of demand from commuters to local offices or those using existing bus services.
- 100 The area consists of high density housing along narrow roads. While parking opportunities are already limited during the day, an increase in parking demand could spread pressures further preventing residents from being able to park near their homes.
- 101 Consideration may need to be given to a scheme of Priority Parking or the introduction of double yellow lines around junctions, particularly on roads leading to Carrick Knowe Primary School, to maintain sight-lines.
- 102 It is recommended to ask residents if they currently experience any parking problems and if they consider additional parking controls are required within their area to help park closer to their homes.

Balgreen

- 103 It is considered that this area has the greatest potential to see a significant change in parking patterns due to the introduction of the Trams.
- 104 Parking pressures, to the north of the tram line, near Corstorphine Road are likely the result of commuters currently using bus services to the city centre. Since there is a plentiful supply of available kerbside space within walking distance of the Tram stop in adjacent residential streets, then this area has the potential to be the most attractive option for commuters parking and using the tram.
- 105 To the south there is also a considerable amount of kerbside parking space available during the day. This area is less likely to be the first choice of commuters since Balgreen Road needs to be crossed twice, to use the underpass, to then access the tram stop.
- 106 However, as Whitson Road is closed at its east-end, commuters are more likely to park in the lay-by section of Balgreen Road in front of the local shops if using the tram stop. This is a busy area and it may be worthwhile investigating whether residents' or limited waiting parking places would be welcomed by residents and local businesses.
- 107 It is recommended to ask residents if they currently experience any parking problems and if they consider additional parking controls are required within their area to help park closer to their homes.

Appendix Two: Objections to Priority Parking in the Blinkbonny Area

Reason	Number	Consideration	Action
1 No commuter parking problems / it's easy to find a parking place	22	It is recognised that the main commuter parking problems are found in the Eastern part of the area. Therefore, it is considered that there are areas where commuter pressures will be minimal. However, it was considered better to include the whole area within the proposals to ensure everyone has an opportunity to comment and be included if they wished.	To reduce the scale of the scheme to areas where there are known problems and where residents support its introduction.
2 Limited problem to eastern end of area	1		
3 Street furniture	18	It is suggested that new street furniture will create an ugly street scape. While it is inevitable that there will be new signs and poles when introducing new parking places, the aim of Priority Parking is to keep their number to a minimum. Existing street furniture such as lamp post and sign posts will be utilised whenever possible. In addition, permission will be sought from residents to erect signs on suitable walls or fences where possible.	No action proposed.
4 Price of parking permits	17	There are concerns that introducing a parking permits scheme is a method for the Council to generate income from residents. Yet is only intended to introduce parking places where residents support their introduction. It is considered that since permit holders are the main beneficiaries of such controls there should be a charge for permits to help contribute towards the running costs of the scheme. There is no requirement for residents to buy a permit and there will still be unrestricted sections within the area. Furthermore, the extent of the scheme has been scaled back and parking places will be phased in so that the scheme can be monitored to achieve the correct balance between permits and spaces.	No action proposed.
5 Priority Parking will not help but it will make matters worse	14	While any parking restriction couldn't be expected to please everyone, the majority of residents who have suggested controls will make matters worse for them reside outwith the revised area.	Reducing the scale of the scheme will address many of these concerns.
6 Second consultation ignores the wishes of residents	11	While it may appear, on consideration of the numbers alone from the original consultation, that residents did not support the Priority Parking proposals it is the content of the responses that are more significant. Detailed analysis highlighted concerns about the representations that were significant enough to repeat the consultation. For instance, some respondents included objections because they didn't want new ticket machines and single yellow lines introduced. However, they are not part of the proposals and it was questionable whether such replies should be considered as objections to the Priority Parking proposals or a general comment about parking in the area.	Taking the time to ask residents again for their opinions, to ensure clarity and that the correct outcome is achieved for the community is not considered to be disregarding the views of residents.
6 Second consultation is a disgrace & a waste of money	2		

7	Second consultation insults our intelligence	4	It is understood that some people were frustrated by the second consultation, but everyone in Edinburgh is not educated to the same level. It is considered appropriate to take the time to ensure that the proposals were explained clearly and that each resident has had the chance to have their say on the proposals. While many residents did understand the implications of the scheme during the previous consultation, there were significant concerns that warranted the proposals to be re-advertised and for residents to be consulted again. While this is of course frustrating for some it was considered appropriate to ensure that all residents had the opportunity to comment and have their views represented.	No action proposed.
	The majority of residents objected to the scheme. Your proposal was entirely clear and understandable so we have no idea why you have decided to carry out a second consultation. Were you not happy with the findings from the first consultation? If you are not happy with the findings of the second consultation will you be proposing a third or fourth or even fifth consultation?	1		No action proposed.
	This is an EU style referendum	1		
8	Introduce PP in Belford areas / remove or reduce restrictions	7	While Priority Parking could be useful in some areas of the Controlled Parking Zone (CPZ) Extension, there is little evidence to suggest that residents from those streets would support such action.	No action proposed.
9	Problems created by Council & CPZ extension	6	It is recognised that previous extensions to the CPZ resulted in some parking problems moving to other areas. The Blinkbonny area was previously considered for an extension to the CPZ but the results were inconclusive and the financial price could not be justified. Priority Parking is a possible solution to help resolve such problems whilst also aiming to prevent problems from migrating to other areas.	No action proposed.
10	Extend the CPZ to include Blinkbonny	4		
11	Encourages people to pave over their gardens / loss of wildlife urban gardens	6	Parking Operations do not consider requests for new driveways but there is a process in place which considers all the relevant factors concerned. However, it is the decision of the property owner whether they choose to request a change of use of their land from a garden to a drive. There's likely to be a considerable price difference between buying an annual parking permit and paving over a garden with the associated costs of dropping the kerb for vehicular access.	No action proposed.
12	Increased risk of flooding	1		
13	Failure to show sign posts	4	It is difficult to indicate possible locations of new signs or poles on current maps to any great detail. It was considered appropriate to ascertain the results of the consultation before starting detailed work on sign locations which may not have been required. Furthermore, the number of new poles is also somewhat dependant upon feedback from residents for instance if permissions are given to erect signs on their property.	No action proposed.
14	Doesn't want friends to have to pay to park - i.e. over lunch time	4	There is no public parking places included within the design and unrestricted spaces will still be available for any motorists to use.	No action proposed.

15	The scheme will move problems to other areas	4	The aim of Priority Parking is to provide a similar number of parking places in the area to the number of permits purchased. It is intended to only manage the amount of kerbside space needed by residents who already park on the road during the day. The scheme will not reduce the parking capacity of the area but better organise it so residents can find a parking place closer to their homes. This approach will help to reduce problems moving to other areas, which cannot be taken into account by a CPZ.	No action proposed.
16	Parking restrictions will cause friction between residents	4	It is unlikely that introducing part-time parking places will create competition for parking space where it doesn't already exist between neighbours in the current first come, first served arrangements.	No action proposed.
17	Unused parking places in CPZ, change charging so people use them	3	Previous reports to Committee on nine hour parking places have resulted in a small increase to the parking charge. It is not considered necessary at this time, to increase the number of nine hour parking places and a future report on this matter will be submitted to a future meeting of this Committee.	No action proposed.
18	The scheme will affect house prices	3	There is little evidence to suggest that parking controls have an impact on house prices. On the contrary, improved parking opportunities for residents are likely to be more attractive to potential buyers and there is an argument that this may improve the saleability of a property.	No action proposed.
19	Permit prices will rise much quicker than the rate of inflation	3	Whilst residents' parking permit prices have risen in the past three years, historically they have remained stable for long periods and they are not linked to the rate of inflation.	No action proposed.
20	Money-making exercise - CO2 permits, charge by length	3	It is suggested that the scheme is being introduced to make money for the Council and it is argued that linking the price of a permit to the CO2 emissions of the vehicle supports this. This is a low-cost scheme and income is unlikely to cover all the implementation, administration, maintenance and enforcement costs of the scheme. The permit charging structure is designed to encourage motorists to consider their carbon footprint and indicate if they could benefit from a lower permit price with a more environmentally friendly vehicle. Whilst parking space is limited in Edinburgh, improving air quality and tackling climate change are considered to be greater challenges.	No action proposed.

21	Vacant spaces in city centre car parks, the Council should regulate them better	2	The Council is not a regulator of off-street city centre car parks. It is expected that operators will set their charges at a level that maximises profitability but also ensures that spaces are available for occasional users. Should such car parks run at full capacity this could create more congestion and pollution in the city centre which is unlikely to benefit residents, visitors or business users. Making the city centre a less attractive place to live, visit or do business.	No action proposed.
22	Significant restrictions on Craigleith Drive	2	The parking places on Craigleith Drive provide a number of parking opportunities should the scheme have been supported by local residents. The considered approach is to introduce parking places in phases where there is support for them.	Since there is little support for Priority Parking in Craigleith Drive, this street has been removed from the draft Order.
23	Considers parking will be moved to narrow streets	2		
24	Will increase traffic speed through Craigleith Drive bridge	2		
25	Roads are ideal for commuters	1		
26	Disturbing that results omitted from previous report, mistrusts Council	2	The results of the previous consultation were discussed with the local elected members. It was not considered necessary to report the results to Committee as a recommendation on the introduction of the scheme was not being considered. Committee approved re-advertising the proposals so further consultation with residents could be undertaken and to obtain a final set of results to help make a decision on those results alone.	No action proposed.
27	Considers this as a step toward CPZ	2	It has never been suggested nor is it the intention that Priority Parking is a step toward an extension of the CPZ.	No action proposed.
28	More thought required as parking still available on other side of Crarae Avenue	2	There is a separate proposal from the local roads office to introduce double yellow lines along the north-east side of Crarae Avenue to prevent parking on both sides of the street.	No action proposed. These objections are effectively being addressed under a
29	Force residents to buy a permit	2	It is not the aim of the Council to compel any resident to buy a parking permit against their wishes. The Priority Parking scheme will only be introduced in parts of the area that have indicated their clear support for the restrictions. Additionally, the scheme will be phased in with suitable monitoring to ensure that the correct number of parking places are introduced to meet the actual demands of residents during the day.	No action proposed.
30	complicated visitors permits	1	It is acknowledged that the visitors' parking permits system can be confusing to some motorists. However, the system is designed to cater for visitors who want to park for short periods of time and also for those who may need to park for the duration of the controlled period. Unfortunately, it is not a simple task to cater for both demands, which ensures flexibility and equal provision for all users, in a single approach.	No action proposed.

31	No parking place outside my house	1	This issue was raised by a resident from the south-side of Blinkbonny Avenue. Unfortunately, there is little space to introduce parking places due to the number of private accesses on this side of the street. Therefore, to avoid the introduction of large numbers of sign posts, parking places were proposed for the longer lengths of kerb side space in the street. While we cannot guarantee a space outside every residents house it is intended to provide one within a reasonable distance of each permit holder.	No action proposed.
32	Proposals are cumbersome and complicated	1	Priority Parking is a simple but effective scheme to help manage parking demand in residential areas. It involves some part-time residents' parking places whilst keeping the rest of the kerbside space unrestricted for other road users. Priority Parking is considered to be less complicated than a CPZ, which has multiple types of parking places, yellow lines and more street furniture.	No action proposed.
33	Parking Attendants will be walking up and down the street	1	Parking Attendants will monitor the parking places to ensure compliance with the regulations and ensure that the spaces are available for permit holders and their visitors during the controlled period. It is likely the area will only require one or two visits per day, making the present of Parking Attendants must less noticeable than in a CPZ.	No action proposed.
34	A parking place outside my house will make it difficult for people to drop-me off as I'm a Blue Badge holder	1	Disabled persons' blue badge holders are not permitted to park in residents' parking places, but they can apply for a residents' parking permit free of charge. The resident who raised this concern resides in part of the area where there is little support for the proposals. Therefore, this point will be addressed with the scaling back of the parking places to areas where there is support from local residents.	No action proposed.
35	Money should be spent on other projects	1	Parking is a subjective matter, to some residents it can be a considerable problem whilst to others it is of little concern. Priority Parking is a low-cost scheme that has the potential to help residents who support it park closer to their homes whilst minimising the impact on those who do not.	No action proposed.
36	Sign posts will be a hazard to wheelchair users, blind persons or pushchairs	1	One of the aims of Priority Parking schemes is to minimise the number of new signs and therefore, sign posts that may be required. By using longer lengths of kerbside space, using existing street furniture, seeking permission from property owners to use their walls or fences where suitable and to phase the introduction of the scheme, these approaches will help contribute to minimising the number of new poles required.	No action proposed.

37	Introduce a Park & Ride (P&R) site in north Edinburgh	1	The primary function of P&R facilities is to reduce the amount of cars travelling into the city centre. Establishing a P&R site in north Edinburgh is likely to encourage commuters to bring their cars into the city. For this reason P&Rs are always built out of town and on the edge of built up areas. A P&R site would cost significantly more than a Priority Parking Area.	No action proposed.
38	Priority Parking would increase road safety concerns by encouraging parents to drop-off and collect their children in the school keep clear area, in Crarae Avenue	1	The Priority Parking places would not operate at the start or end of the general school day. Therefore, the parking places could still be used by parents to drop-off and collect their children. By reducing the number of vehicles parking all-day in Crarae Avenue it is likely that more parking opportunities would be available for short-term waiting. However, there is insufficient support from residents in this street for parking controls and proposals have been scaled back as a result.	Since there is little support for the proposals in this street, reducing the scale of the scheme will address these objections.
39	Priority Parking will reduce parking for school staff	1		
40	Residents and commuters will be competing for fewer spaces.	1	Priority Parking will not reduce the overall capacity of the area. The aim is to better manage a portion of the kerbside space to give residents a priority over other road users to help them park closer to their homes during the day. There is already competition for space in certain parts of the area on a first come, first served basis. Parking controls will ensure that permit holders always have priority to park on part of their own street.	No action proposed.
41	CPZ failed so CEC are enforcing this on residents	1	It is considered that the CPZ extension is working effectively toward its aim of removing commuter parking pressures from residential streets within its extents. Priority Parking is only being investigated in the Blinkbonny/Ravelston area as a result of the requests from local residents. The results of the consultation indicate that there is more support for the scheme than there are objections.	No action proposed.
42	Proposals will be environmentally and aesthetically damaging	1	It is considered that this comment relates to the visual impact of the controls on the build environment as opposed to ecological factors. There are concerns that streets in the Blinkbonny/ Ravelston area will mirror those in the adjacent CPZ. However, as the second consultation aimed to explain these proposals are entirely different and do not controls all the kerbside space like is required in a CPZ. Therefore, there will be less residents' parking places without road legends, no public parking places, no single yellow lines or ticket machines and no zone entry signs. Therefore the visual impact of the controls will be greatly reduced.	No action proposed.
43	Empty spaces to the east or on Orchard Road South show proposals are not financially sustainable	1	The CPZ to the east of the Blinkbonny/Ravelston area is an entirely different proposal to Priority Parking. Furthermore, financial considerations are not the main purpose of this scheme, the aim is to help residents park closer to their homes without removal all non-residential parking to other areas. Therefore, there will be no public parking places but unrestricted areas which any motorist	No action proposed.

44	If Blinkbonny Road becomes a parking desert like Orchard Road South has become, it will turn into a rat run	1	There are not currently any parking controls on Orchard Road South and it too is included within the Priority Parking proposals. Orchard Road lies within the CPZ and experiences low levels of demand during the day, but Priority Parking is an entirely different system to that already in place in adjacent areas and does not aim to remove all non-residential parking from the area. It is not considered that the proposals will significantly change parking patterns or traffic flows.	No action proposed.
45	"I did not attend any of the public meetings as having in the past been a member of the panel presenting the case for the Council, I have found <i>fait accompli</i> was always at the back of the mind of the proposers, so why bother with such a time consuming, wasteful inconsequential display of, political flim-flam which make a mockery of democracy."	1	There has been extensive public consultation in this area to determine the wishes of the local community and introducing this scheme has never been considered a <i>fait accompli</i> . If residents had continued to oppose the scheme then the recommendation would have been to abandon the proposals. The elected members on the Transport and Environment Committee will always make the final decisions on any Priority Parking schemes in this democratic process.	No action proposed.
46	Problems with existing parking places on Orchard Road South	1	There are currently no parking controls in Orchard Road South and while parking places are marked on the road, parking remains unrestricted.	No action proposed.
47	Friends and family have to deal with restrictions	1	The parking controls will only effect visitors during the short controlled period and if they choose to park in the residents' parking places, when visitors' parking permits can be used. Otherwise, unrestricted sections of kerbside space will remain for non-permit holders to use at any time.	No action proposed.
48	My view is that creating parking zones will attract others to park in the area as by paying they will have an entitlement whereas when it is unrestricted my view is that, in the main, visitors observe the peace of the neighbourhood	1	Priority Parking is not a CPZ. There will not be any public parking places for visitors to pay to park on-street.	No action proposed.
49	Edinburgh is polluted by parking restrictions	1	Whilst it would be preferable to keep parking restrictions to a minimum in Edinburgh, the competing parking demands from residents, visitors and businesses need to be managed effectively. This helps to ensure that parking opportunities are available for different road users and that traffic is free to flow round the city, reducing congestion and pollution which helps to improve Edinburgh's economy.	No action proposed.

50	The scheme will move the issues to another area whilst penalising the majority of residents who don't mind walking an extra 5 metres if need be	1	The aim of Priority Parking is to help residents park closer to their homes during the day without moving pressures elsewhere, for example unrestricted lengths of kerbside space will remain within the area. The parking places will be focused on areas where there is support from householders and should some residents not support the proposals in these parts there will be unrestricted areas to park in without buying a parking permit.	No action proposed.
51	Need visitors permits in case of a surprise visit	1	There will continue to be unrestricted lengths of kerbside space within the area for all motorists to use, including visitors, free of charge.	No action proposed.
52	Getting in and out of the driveway when cars are parked close by is not an issue nor is it a justified reason for introducing any change - if residents cannot reverse their car into their drive when cars are parked nearby- I would question their ability to drive safely in the first place	1	It is not the aim of the scheme to improve access to and from private driveways, but to help residents who need to park on the street near their homes during the day. While some parking places may help with sight-lines should they be unoccupied, the appropriate road marking is Access Protection Markings and many driveways in the area have already been treated with such markings. However, these are only permitted to extend 1 metre beyond the dropped crossing and are not intended to create a sight-line.	No action proposed.
52	Restrictions make it difficult for people with health problems to park near to public amenities; such as doctor's or dentist's	1	There are no known public amenities such as these in this area and hence there is no requirement to provide public parking places. Priority Parking is different from the restrictions in the city centre with are referenced to in this point, but public parking is always provided near to such facilities and it is not considered that parking controls make parking difficult at such locations but the high demand for the services and patrons travelling by car to attend the practises. Unrestricted lengths of kerbside space will remain for public parking.	No action proposed.
54	I can see no logic to the proposed times of restriction between 11.30am and 1.00pm as these spaces can be taken by commuters at any time of the day. This simply means that should a resident or visitor be parked there during this time they are likely to receive a penalty for parking outside their own home	1	While anyone can use the residents' parking places outside of the controlled period, the spaces cannot be used by all-day commuters as they too may be issued with a parking ticket if they are parked incorrectly between 11.30am and 1.00pm. It is not the case that only residents or their visitors could receive parking tickets as suggested. The times were chosen after considering parking survey data which suggested this was a period of peak commuter use and which could be enforced effectively by our enforcement contractor.	No action proposed.

Appendix 3 - Prioritisation List and Indicative Timescales

Area	Proposal Type	Parking Surveys	Survey Analysis	Committee Approval	Draft Design	Informal Consultation	Detailed Design	Legal Process Started	Advertised	Legal Process Completes	Implementation	Cost to Implement	Notes	Area Ref	Operating Hours
				(Approval Gained) (Approval Sought)				(Actual) (Target)	(Actual) (Target)	(Actual) (Target)	(Actual) (Target)				
Craigeleith	Priority Parking	✓	✓	23 Nov 2010	✓	✓	✓	April 2012	✓	Sep 2013	Autumn 2013	£20,000	Order being "made" in September for implementation at the beginning of November 2013.	B4	11:30 - 13:00
Blinkbonny	Priority Parking	✓	✓	August 2011	✓	✓	✓	April 2012	✓		Early 2014	£25,000	Second consultation complete. Report to October 2013 Committee.	B5	11:30 - 13:00
Lockharton	Priority Parking	✓	✓	August 2011	✓	✓	✓	Nov 2012	September 2013		Spring 2014	£20,000	Legal process started. To be advertised	TBC (B7?)	TBC
Priestfield	Priority Parking	✓	✓	August 2011		✓		Aug 2013	September 2013		Spring 2014	Not Yet Known	Legal process started. To be advertised	TBC (B6?)	TBC
Murrayfield	Priority Parking	✓	✓	August 2011		✓		Aug 2013	Late 2013		Spring 2014	Not Yet Known	Legal process to start following positive response from informal consultation. Draft design to start August 2013	TBC (B8?)	13:30 - 15:00?
Blackford/ Nether Liberton	Priority Parking	✓	✓	August 2011	✓	✓	✓	Jan 2013	September 2013		Spring 2014	Not Yet Known	Legal process started. To be advertised	TBC (B9?)	11:00 - 12:30
Bangholm/ Wardie	Priority Parking			August 2011							2014/15	Not Yet Known	Not started. Initial discussions held with Councillors Day, Redpath and Hinds. Likely that the initial investigation will be carried out no sooner than late 2013.	TBC	TBC
Telford Area	Priority Parking	✓	✓	February 2012		✓					2014/15	Not Yet Known	Initial consultation complete. Further consultation to be carried out at request of local elected members	TBC	TBC
Balgreen	Priority Parking			October 2013								Not Yet Known	Consultation regarding possible impact of Tram stop.	TBC	TBC
Saughton	Priority Parking			October 2013								Not Yet Known	Consultation regarding possible impact of Tram stop.	TBC	TBC
Craigour	Priority Parking			October 2013								Not Yet Known	Consultation regarding possible impact of new RHSC.	TBC	TBC
Roseburn	Priority Parking	✓	✓	August 2011	-	✓	-	-	-	-	-	-	ABANDON. Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken.		
Groathill/ Maidencraig	Priority Parking	✓	✓	September 2011	-	✓	-	-	-	-	-	-	ABANDON. Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken. To be		
Brunstane (J and E College)	Priority Parking	✓	✓	September 2011	-	✓	-	-	-	-	-	-	ABANDON. Little Support for Priority Parking. Reporting to Committee in October 2013 to indicate that no further action is to be taken.		

Transport and Environment Committee

10.00 am, Tuesday, 29 October 2013

Vehicle Activated Speed Signs – Priority List of Future Sites

Item number 8.4

Report number

Wards

Links

Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

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Executive summary

Vehicle Activated Speed Signs – Priority List of Future Sites

Summary

A report was presented to the Transport, Infrastructure and Environment Committee on 4 May 2010, which set out the results of a pilot study into the effectiveness of Vehicle Activated Speed Signs (VASS). A set of criteria for the future use of this technology was also approved.

Assessments for the introduction of VASS are carried out as requests for new sites are received from Councillors, other parts of the Council and members of the public. These assessments form the basis of a priority list of sites for the introduction of this equipment. This list will be reported to the Committee for approval on an annual basis.

Two sites are put forward for construction this year. These sites are on the A8 at the Royal Bank of Scotland's HQ and on the A90 Hillhouse Road on the westbound carriageway to the west of the Blackhall dip.

Recommendations

It is recommended that the Committee:

- 1 Approves the introduction of VASS equipment at the two sites noted in this report; and
- 2 notes that each site will be consulted upon with residents, relevant Neighbourhood Partnerships and local Councillors prior to any installation works.

Measures of success

Vehicle Activated Speed Signs are provided at locations across the city, which have been assessed to meet the criteria in Appendix 1. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.

Financial impact

Each site will usually cost in the region of £5,000. Funds will be made available from the 2013/14 Road Safety Capital Budget to install VASS equipment at the sites on the list.

Equalities impact

The new priority list will take into account the road safety needs of all users. Due regard has been given to the protected characteristics (Age, Disability and Religion & Belief) through the consultation and design process.

Sign poles will not impede footpath users and will not affect the visual amenities of residents.

Sustainability impact

Potential for positive impact on the environment by reducing vehicle speeds. This should encourage walking; reduce vehicle use and lower carbon emissions.

Consultation and engagement

Consultation will be carried out for both locations prior to construction. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

Background reading/external references

- Appendix 1 - Agreed criteria for new sites
- Appendix 2 - New Priority List for Approval
- Background Paper - Report to the Transport, Infrastructure and Environment Committee 4 May 2010 titled "Vehicle Activated Signs - Pilot Study Results and Recommendations"
http://www.edinburgh.gov.uk/download/meetings/id/2337/vehicle_activated_signs-pilot_study_results_and_recommendations_motion_by_councillor_jackson

Vehicle Activated Speed Signs – Priority List of Future Sites

1. Background

- 1.1 A report was presented to the Transport, Infrastructure and Environment Committee on 4 May 2010, which set out the results of a pilot study into the effectiveness of VASS. A set of criteria for the future use of this technology was also approved. A copy of these criteria is shown in Appendix 1.
- 1.2 Assessments for the introduction of VASS are carried out as requests for new sites are received from Councillors, other parts of the Council and members of the public. These assessments form the basis of a priority list of sites for the introduction of this equipment. The current list is shown in Appendix 2. This list will be reported to the Committee for approval on an annual basis.
- 1.3 Any site that achieves the speed criteria but does not meet the other criteria will be added to a rolling programme for the erection of temporary mobile VASS. These mobile signs are left in place for a period of three weeks then moved to the next site on the list. Each site is currently revisited approximately once every 5 or 6 months.

2. Main report

- 2.1 Two sites are put forward for construction this year. These sites are the A8 at the Royal Bank of Scotland's HQ with a sign in each direction and one sign on the A90 Hillhouse Road on the westbound carriageway to the west of the Blackhall Dip.
- 2.2 Sites on Lanark Road West, Johnsburn Road, Liberton Drive and Ravelston Dykes Road have been added to the mobile VASS programme.

3. Recommendations

3.1 It is recommended that the Committee:

3.1.1 approves the introduction of VASS equipment at the two sites noted in this report; and

3.1.2 notes that each site will be consulted upon with residents, relevant Neighbourhood Partnerships and local Councillors prior to any installation works.

Mark Turley

Director of Services for Communities

Links

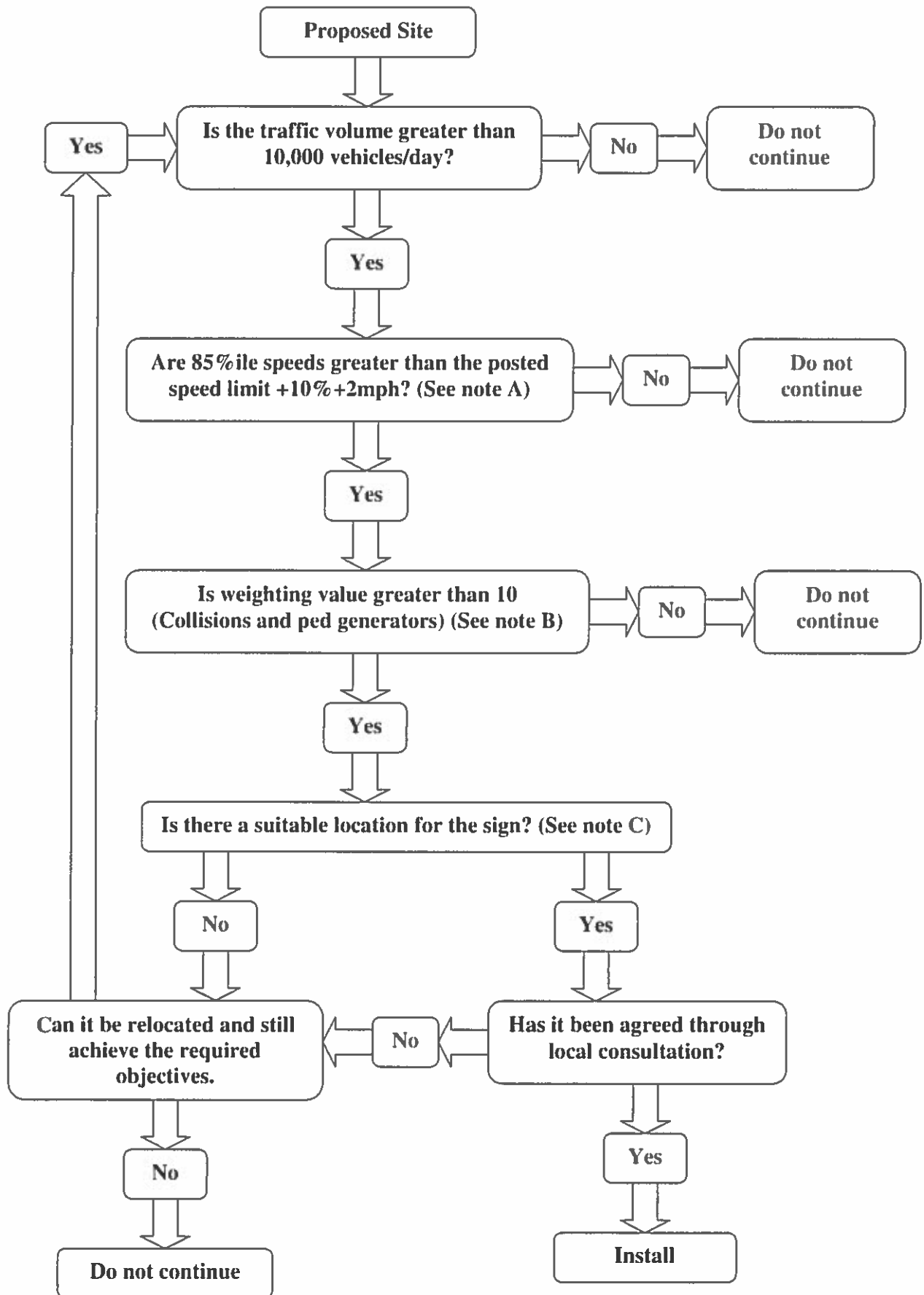
Coalition pledges

Council outcomes **CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.**

Single Outcome Agreement **SO4: Edinburgh’s communities are safer and have improved physical and social fabric.**

Appendices **Appendix 1 - Agreed criteria for new sites**
Appendix 2 - New Priority List for Approval

Appendix 1 – Agreed Criteria for New Sites



Note A – 85%ile Speeds

- The 85%ile speed is a traffic speed level at or under which 85 percent of persons are driving.

Note B – Weighting Process

- The following weighting sheet is filled out and applied to each prospective site.

Factor	Number	Weighting	Total	Comments
Collisions (per km)				
Killed & Serious Injury	0	5	0	
Other injury collisions	0	2	0	
Additional Factors				
If one is present add 1 point, if two or more are present add 2 points to the total.				
Pedestrian Refuge				
Controlled Crossing				
University/College				
Secondary School				
Primary School				
Nursery				
Other Educational Facility				
Hospital				
Clinic/Surgery				
Care Home/Sheltered Housing				
Recreational Facilities				
Bus Route (yes=1, no=0)				
Public Amenities/Parks				
Churches/Places of Worship				
		Total		

- A minimum value of 10 will be required from the weighting process to continue.

Note C – Site Location Criteria

- The VAS must be visible for a suitable distance. This is taken from the Traffic Signs Manual Chapter 4 on the suitable siting distance of warning signs.

85 th percentile speed of private cars (mph)	Minimum clear visibility distance (m)
Up to 20	45
21 to 30	60
31 to 40	60
41 to 50	75
51 to 60	90
Over 60	105 to 120

- There must be sufficient footway or verge to install the sign.
- The sign should, wherever possible, not be intrusive to nearby residential properties.
- There should be little or no vegetation that will block the view of the sign or affect the working of the radar equipment.
- VAS at a change of speed limit should be located between 100m and 200m beyond the start of the posted speed limit.
- This equipment will not be considered where a 20mph limit or zone is in place.
- The proposed site is not currently, or is not proposed to be, a static or mobile safety camera site.

Appendix 2 - New Priority List for Approval

Location	Daily Volume	Mean Speed	85%ile speed	Survey Date	Weighting Score	Met Criteria
Criteria Met						
Queensferry Road West of Blackhall Dip Westbound	11,223	32.2	36.3	12/03/2012	26	Y
A8 at Royal Bank (both directions)	46,997	46.2	53.8	20/06/2011	14	Y
Criteria Not Met						
* Liberton Drive	6,315	34.5	37.7	25/10/2011	6	N
Marionville Avenue	8,582	30.9	33.5	25/10/2011	0	N
* Ravelston Dykes Road	7,288	34.2	37.3	25/10/2011	9	N
Telford Road at Speed Camera Westbound	12,347	30.3	34	12/03/2012	23	N
Telford Road at Speed Camera Eastbound	11,966	28.5	32.8	12/03/2012	23	N
Queensferry Road West of Blackhall Dip Eastbound	11,352	25.9	30	12/03/2012	26	N
Queensferry Road East of Blackhall Dip Westbound	12,810	30.5	34.2	12/03/2012	18	N
Queensferry Road East of Blackhall Dip Eastbound	12,221	30.1	33.3	12/03/2012	18	N
St John's Road - Kaimes Road to Pinkhill Westbound	11,400	30.5	33.8	12/03/2012	22	N
St John's Road - Kaimes Road to Pinkhill Eastbound	11,788	29.6	33.3	12/03/2012	22	N
Corstorphine Road - Western Corner to Roseburn	16,498	30.5	34.2	21/08/2012	14	N
Hermitage Drive	7,570	29.8	32.7	22/06/2012	3	N
Inverleith Row	12,887	27	31.1	21/08/2012	31	N
Inverleith Place - West end	8,599	31.4	34.4	25/10/2012	4	N
Inverleith Place - East End	4,816	31.1	34.6	18/09/2012	4	N
Arboretum Place	5,404	29.5	33.1	18/09/2012	6	N
Greenbank Crescent o/s 22	3,516	25.2	28	15/01/2013	7	N
* Lanark Road West at Ravelrig Park	3,589	35.1	38.9	18/09/2012	1	N
* Johnsburn Road between Glenbrook Rd and Johnsburn Haugh	2,251	32.1	36.3	18/09/2012	3	N
Mansfield Road approx 100m south of Harlaw Road	2,747	27.8	31.5	18/09/2012	4	N
Coburg Street	3,342	23.7	27.1	13/03/2013	1	N

Sites Currently Under Investigation (results will be reported in next annual report)

Queensferry Road - east of Clermiston Road North
Morningside Drive
Joppa Road
Old Dalkieth Road south of Bioquarter
Pilrig Street

* Denotes sites that have been added to the rolling temporary VAS programme.

Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Broughton/Stockbridge – Amendment to Parking Charges

Item number	8.5
Report number	
Wards	5 – Inverleith, 11 – City Centre

Links

Coalition pledges	P28
Council outcomes	CO7, CO8, CO9, CO26
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

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Executive summary

Broughton/Stockbridge – Amendment to Parking Charges

Summary

Representations have been received from traders in the Broughton Street and Rodney Street area requesting that the maximum period of stay at the public parking places situated on the main traffic routes of Broughton Street, Rodney Street and Dean Haugh Street be extended from thirty minutes to one hour.

Recommendations

To recommend that the Transport and Environment Committee commence the statutory procedure to vary the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme to amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from thirty minutes maximum stay to one hour maximum stay.

Measures of success

The proposed change in parking charges will improve accessibility for users of the various businesses and shops in the area, providing a wider range of options for parking in the vicinity.

Financial impact

The parking charge at seven ticket issuing machines will have to be amended and this cost can be contained within the existing Parking budget.

Equalities impact

Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no decrease to the number of parking places available and no impact on those covered by the Protected Characteristics.

Sustainability impact

It is expected that there will be no adverse environmental impacts as a result of this report.

Consultation and engagement

The proposals have been discussed at a meeting with the traders in the area which Councillor Hinds attended.

The Variation Order will be the subject of an obligatory statutory procedure which will involve consultations, with bodies representing persons likely to be affected, including the traders, and will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Local members were consulted by e-mail on 16 August 2013. The proposal was supported on the basis that it would help improve access to businesses in the area.

Background reading/external references

The following background reading is available:

- Plans of the parking places on Broughton Street, Rodney Street and Dean Haugh Street.
- Correspondence with traders.

Broughton/Stockbridge – Amendment to Parking Charges

1. Background

- 1.1 Traders from the Broughton Street and Rodney Street area wrote to Services for Communities, via Councillor Hinds, who supports the proposal, asking for the maximum stay period at the public parking places on Broughton Street and Rodney Street to be increased to allow shoppers, visitors and persons with business requirements to be able to park for longer periods.
- 1.2 The Traffic Regulation Order governing parking along the route allows for public parking places on parts of Broughton Street, Rodney Street and Dean Haugh Street. Parking in these bays is restricted to a maximum stay of 30 minutes. The charge applying is 20p for 12 minutes (minimum) to 50p for 30 minutes (maximum).
- 1.3 Traders from the area have asked if the public parking places on Broughton Street and Rodney Street can be changed to one hour maximum stay. It is also proposed, so that all public parking places along the Broughton/Stockbridge route have the same charge, that the parking places on Dean Haugh Street should also be changed to the one hour charge. The tariff will change to 20p for twelve minutes (minimum) up to £1.00 for one hour (maximum) charge.

2. Main report

- 2.1 The Broughton/Stockbridge Route Action Plan came into effect in 2006. This scheme introduced “off-peak” public parking places and loading bays on parts of Broughton Street, Rodney Street and Dean Haugh Street. The parking places and loading bays operate between the hours of 9.15am and 4.30pm, Mondays to Fridays inclusive and 8.00am to 6.30pm on Saturdays. Between the hours of 8.00am to 9.15am and 4.30pm to 6.30pm, Mondays to Fridays the road is considered a main traffic route and no parking or loading/unloading is permitted, to allow traffic to flow in or out of the city.
- 2.2 At present there are fifteen parking bays on Broughton Street, four parking bays on Rodney Street and ten parking bays on Dean Haugh Street. Parking in the public parking places during the “off-peak” hours mentioned above on the three roads is currently set at thirty minutes. With charges currently set at 20p for twelve minutes, the maximum amount payable is 50p.

- 2.3 Traders from Broughton Street and Rodney Street have indicated that, while many shoppers and visitors to the area already use the public parking places, many of their customers require to stay longer than the maximum period permitted of thirty minutes. This leaves pay and display users with the option of either, meter feeding, to extend their stay beyond the maximum period allowed, which is considered a contravention, or moving their vehicles to another parking place to avoid receiving a penalty charge notice.
- 2.4 The Traders have asked if the use of the public parking places can be changed to one hour maximum stay. If the maximum stay period is extended, the parking charge would change to 20p for twelve minutes (minimum) up to £1.00 maximum charge. This would be consistent with the charge currently in place on other main traffic routes, such as the North Bridge to Newington Road route and the Bruntsfield Place to Comiston Road route.
- 2.5 Observations of the parking in the public parking places on this route show that at no time were all the parking places occupied. Records show that the public parking places on adjacent roads to the three affected by this proposal, where four hour maximum stay parking is permitted, are under used. On that basis, it is considered that it would be possible to amend the length of stay in the public parking places in Broughton Street, Rodney Street and Dean Haugh Street. This initiative would support the needs of the traders and businesses, without affecting the ability of other visitors to park in the area.
- 2.6 It is therefore proposed to commence the legal process to make the necessary changes to the Traffic Regulation Order governing the Controlled Parking Scheme.
- 2.7 It is anticipated that these parking places will mainly be used by persons going to the shops and businesses in the area. It is considered that the one hour maximum stay period, will limit the distance that people can walk from leaving their vehicle to shops and businesses outwith the area. Therefore, the new parking charge will be monitored to ensure that it is providing the intended benefits to the traders and other road users. If the new charge reduces the availability of the parking places along the route, further consideration will be given to introducing a charge which will encourage individuals with longer term needs to use the public parking places on the side roads, where there are longer stay opportunities.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee commences the statutory procedure to make the Variation Order to the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme, which will amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from 50p for 30 minutes (maximum) to £1.00 for one hour (maximum).

Mark Turley

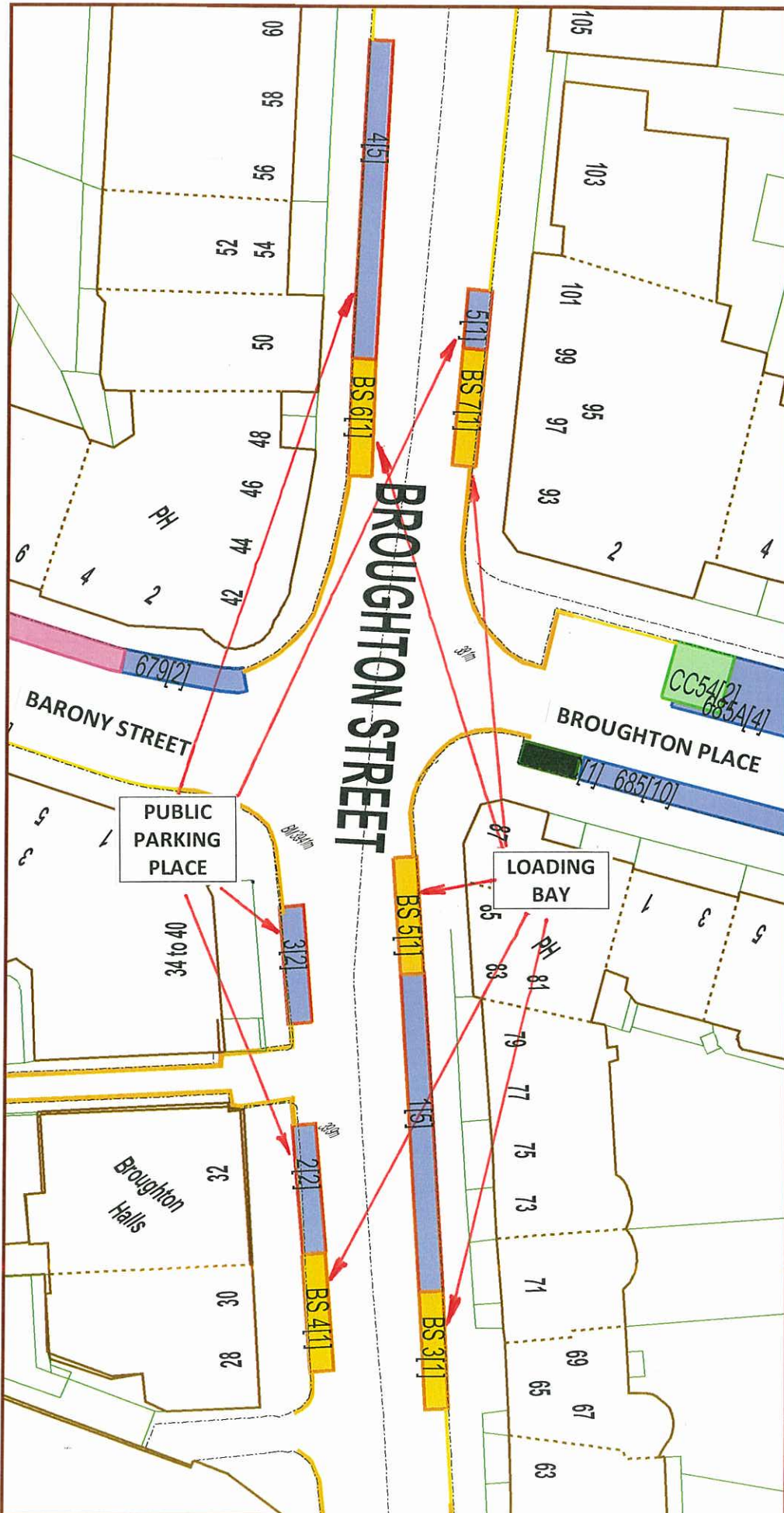
Director of Services for Communities

Links

Coalition pledges	P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
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 CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
Appendices	<ol style="list-style-type: none">1. Plan of the parking places on Broughton Street.2. Plan of the parking places on Rodney Street.3. Plan of the parking places on Dean Haugh Street.

NOTES

APPENDIX 1



BROUGHTON STREET
PARKING PLACES

 Produced using Smallworld GIS

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THE CITY OF EDINBURGH COUNCIL

City Development Department,
1 Cockburn Street, Edinburgh EH1 1ZL
Tel: 0131 200 2000

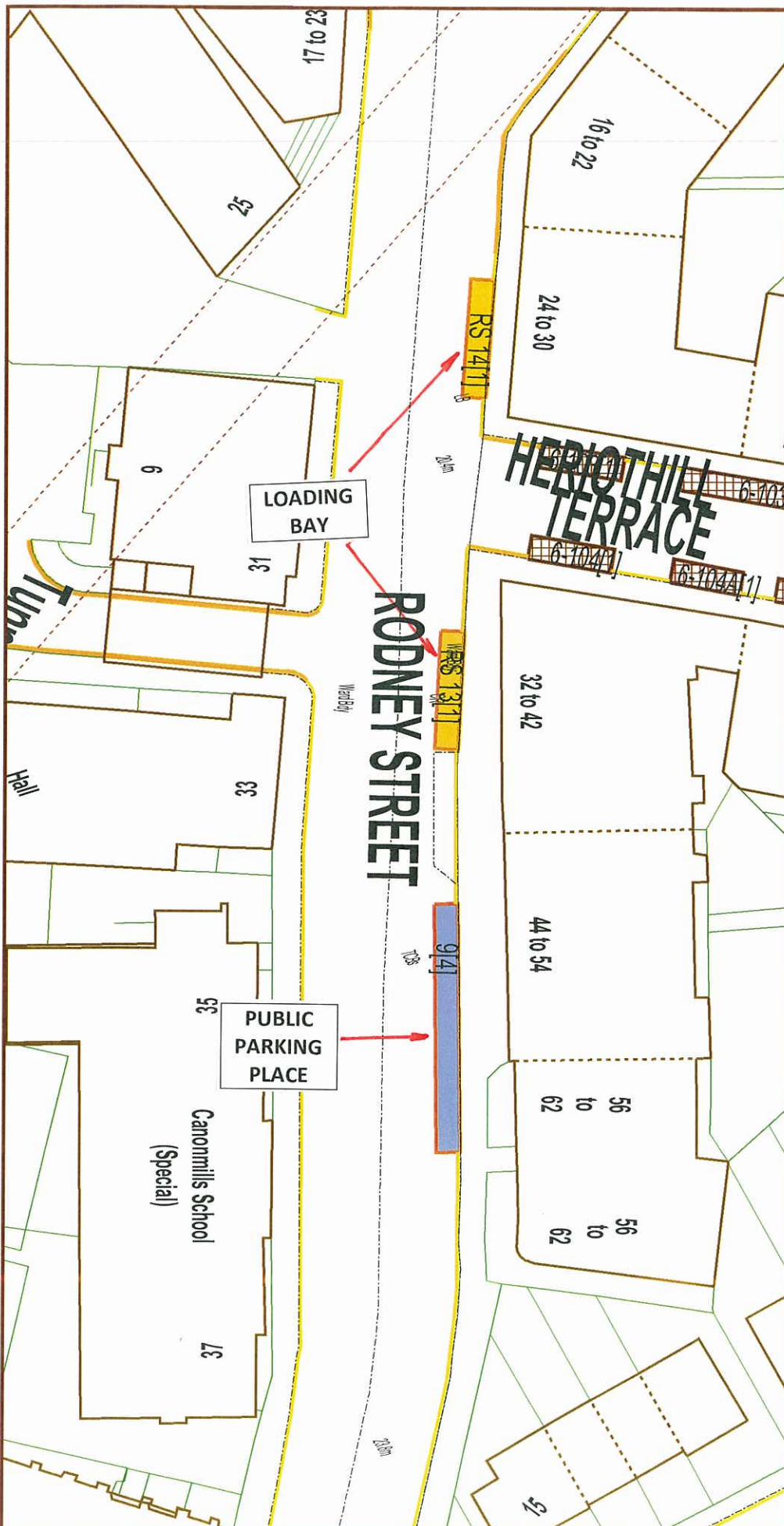
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Date: 13/08/13

Drawn By:

Drawing No:



RODNEY STREET
PARKING PLACES

 Produced using Smallworld GIS

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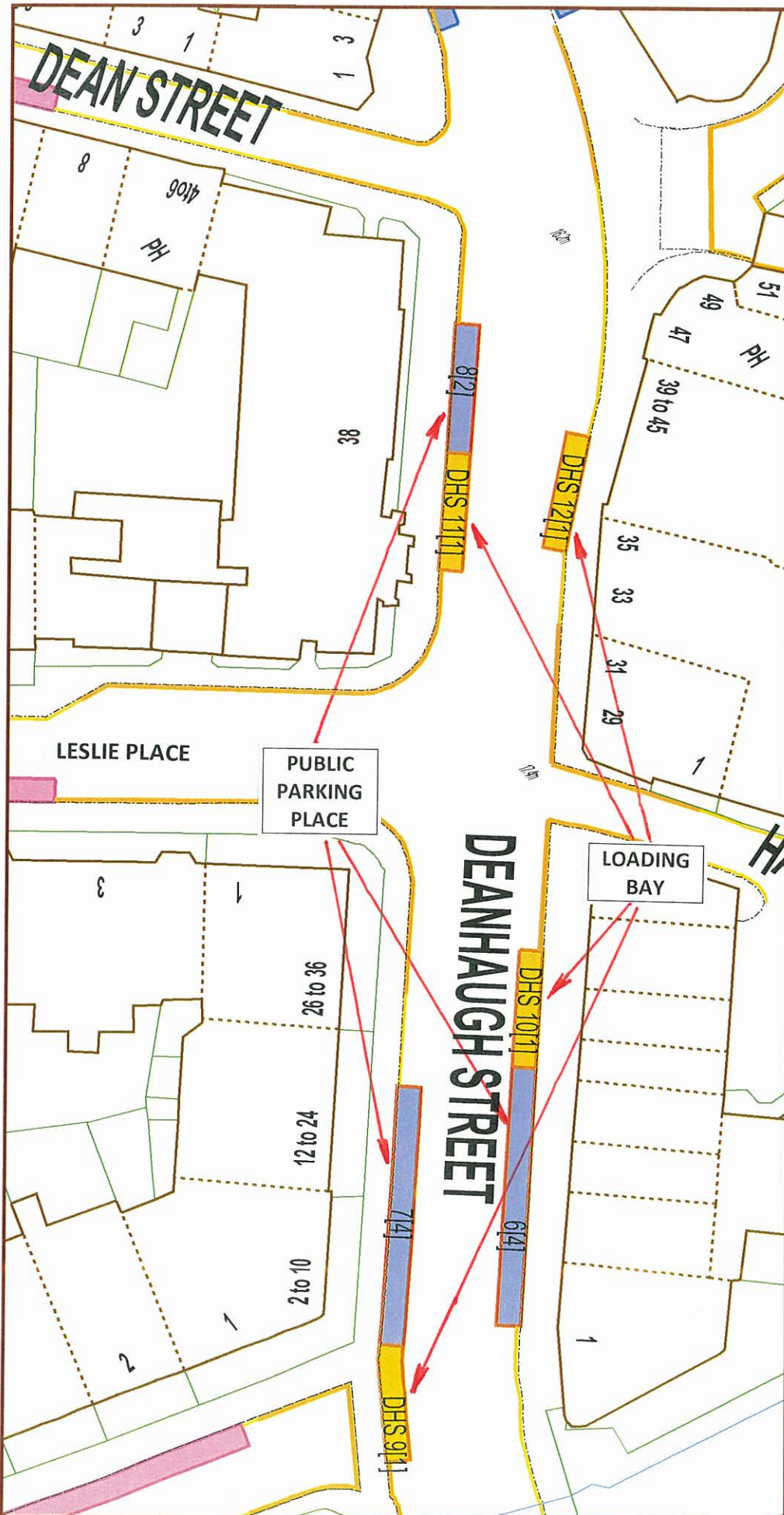
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Date: 13/08/13

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1 Cockburn Street, Edinburgh EH1 1ZL
Tel: 0131 200 2000

Scale: 1:500



Date: 13/08/13

Drawn By:

Drawing No:

DEANHAUGH STREET
PARKING PLACES

Transport & Environment Committee

10am, Tuesday, 29 October 2013

Landfill and Recycling Update

Item number	8.6
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Landfill and Recycling Update

Summary

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

The positive trend in performance is continuing with the amount of waste sent to landfill so far in 2013/14 reducing by 4,998 tonnes or 8% when compared against the same period last year. Based on tonnage data for the period ending August 2013 and taking into account seasonal factors it is forecast that 132,708 tonnes will be sent to landfill this year, 4,538 tonnes or 3.3% less than the previous year.

The proportion of all waste (including street sweepings) recycled this year to date is 41% compared to 40% for the same period in 2012/13.

A range of public engagement work is ongoing to promote recycling which includes door knocking and most recently a campaign targeted at students arriving in Edinburgh for the new term.

This report also includes an update on complaint numbers. There have been on average, in 2013/14, 554 complaints per week. This is 24% less than the average number of complaints per week in 2012/13 (738 complaints per week). With around 300,000 collections this equates to a weekly complaint rate of 0.2%. However no amount of complaints is acceptable and Waste Services continue to work hard to reduce the level further.

Recommendations

1. To note the contents of the report.

Measures of success

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

Financial impact

Although the projection for landfill to the year end exceeds budget target, it is still a reduction of 3.3% compared to 2012/13 performance.

As at the end of June, an overspend on landfill costs is being offset by an under-spend on recycling payments during the same period.

Equalities impact

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

Sustainability impact

Increased recycling will help to divert waste from landfill and support the achievement of greenhouse gas reduction targets, and reductions in local environmental impact.

Consultation and engagement

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

Public consultation was held during the first quarter of 2013, using demographically representative focus groups, with residents from both low and high density housing areas. The research was commissioned to understand the general public awareness, perceptions and attitudes towards recycling communications.

Background reading / external references

Landfill and Recycling Update

1. Background

- 1.1 At the meeting of Transport and Environment Committee on 15 January 2013 members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling. At the meeting on 27 August 2013 members requested that the performance reports also include updates on complaints made about waste services.
- 1.2 The environment improvement programme, *improve it*, included proposals to move ahead with managed weekly collections alongside targets to significantly reduce landfill tonnages and increase recycling of waste. Managed weekly collections were implemented in September 2012.

Landfilled Waste and Recycling

- 1.3 The *improve it* Programme aims to deliver transformational change in a number of environment services including Waste Services. The most significant waste targets were to reduce landfill tonnages to 118,000 tonnes (from 137,247 in 2012/13) and increase the percentage of waste that is recycled to 50%.
- 1.4 Significant progress in implementing the changes required to deliver both service improvements and landfill savings has been made including the implementation of managed weekly collections in September 2012.

Complaints

- 1.5 There are 236,000 properties in Edinburgh that receive multiple refuse and recycling collections. On average there are 60,000 collections a day or nearly 300,000 a week.
- 1.6 On average the service receives 554 complaints per week but is committed to reducing this number. However this means that less than 0.19% of collections result in a complaint.

2. Main report

Landfill

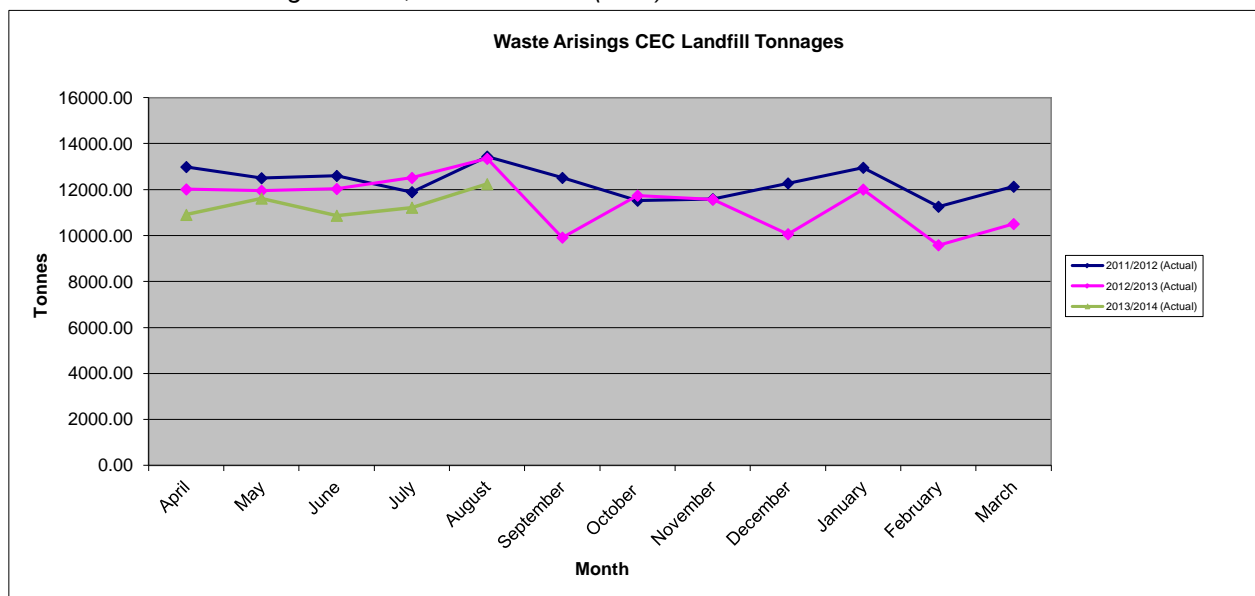
- 2.1 Landfill tonnage (see Table 1 below) for 2013/14 totals 56,859 tonnes for the year to August 2013; this is a reduction of 4,998 tonnes or 8% on the same period in 2012/13.

2.2 The projection for landfill to the year end, taking into account seasonal fluctuations, is currently 132,708 tonnes. This would be a reduction of 3.3% or 4,538 tonnes on the year 2012/13. This full year projection recognises that based on previous years trends recycling tonnages reduce during the second half of the year. In 2012/13 recycling tonnages in the period October to March were 27% less than in the previous 6 months. By comparison landfill tonnages in the second half of the year were 9% less than in the first 6 months. With landfill costs of £99.82 per tonne this reduction represents a saving of just under £453,000.

Table 1: Landfill Tonnages 13/14 & 12/13 YTD August 2013

	YTD August 2013	YTD August 2012	Difference		13/14 Target	13/14 Year End Forecast	12/13	Difference	
			Tonnes	%				Tonnes	%
Landfill	56,859	61,857	4,998	8%	118,000	132,708	137,246	4,538	3.3%

Chart 1: Landfill tonnages 11/12, 12/13 & 13/14 (YTD)

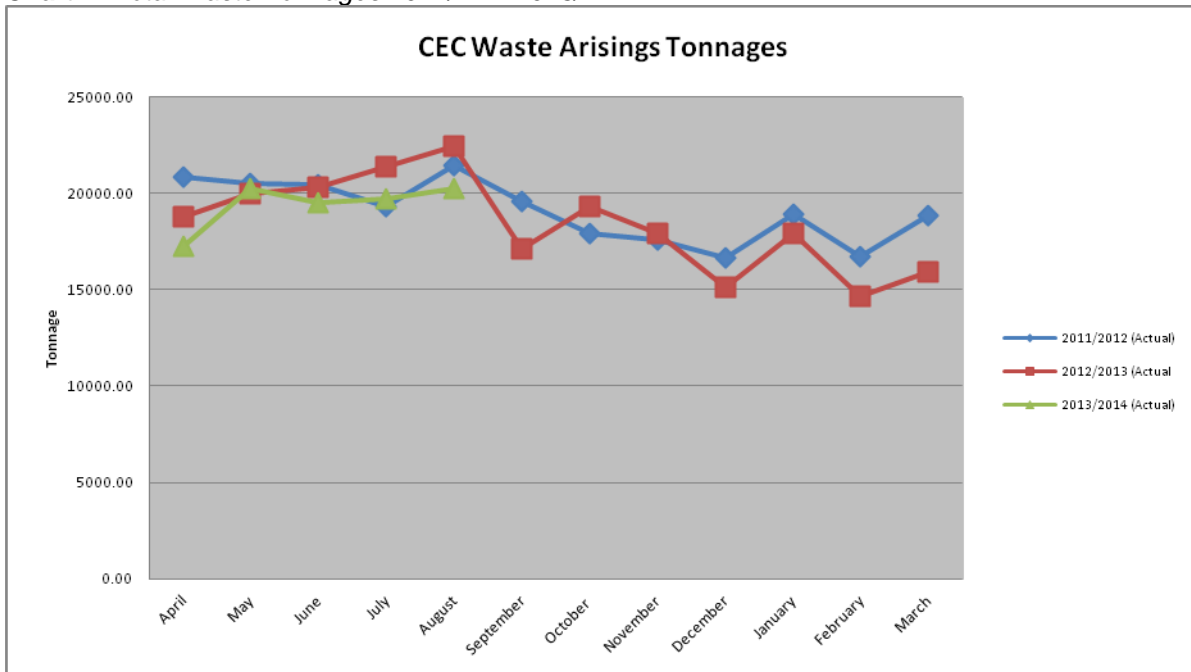


2.3 The landfill tonnage for August 2013 is 12,243 tonnes. This is a reduction of 8% compared to August 2012.

2.4 There is not a simple correlation between the amount of waste landfilled and the amount recycled. There are multiple factors impacting on the amount of waste going to landfill that make the picture very complex. The overall tonnage of waste arisings, the composition of that waste and other seasonal factors all impact upon performance. The total tonnage of waste has been falling each year

(see Chart 2 below) although it is notable that the amount of waste collected year to date is 5.8% less than for the same period last year - a rate of decrease which is significantly greater than in previous years. This has contributed in part to a reduction in the amount of waste sent to landfill but it has also contributed to a decrease in the recycling tonnages collected year to date (see sections 2.5 – 2.10). This is partly due to the amount of some recyclable materials, such as paper, in the waste stream decreasing in line with national trends and the general move by manufacturers to light weight packaging. As an example since 2006/07 the amount of paper collected has dropped by 36%.

Chart 2: Total Waste Tonnages 2011/12 – 2013/14



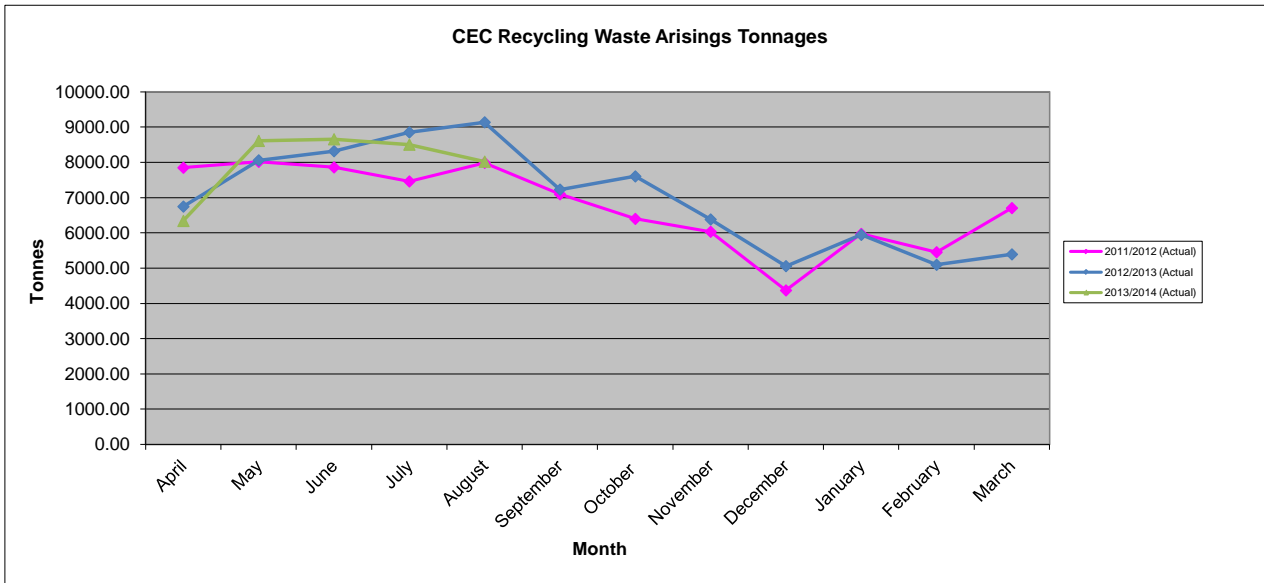
Recycling

2.5 The percentage of waste recycled (see table 2 below) including street sweepings between April 2013 and August 2013 is 41% compared to 40% for the same period in 2012/13. Although tonnages are slightly lower than the same period last year the decrease in the total amount of waste collected means that the percentage recycled has increased by 1.5 % year to date.

Table 2: Percentage of waste recycled 2012/13 & 2013/14 YTD

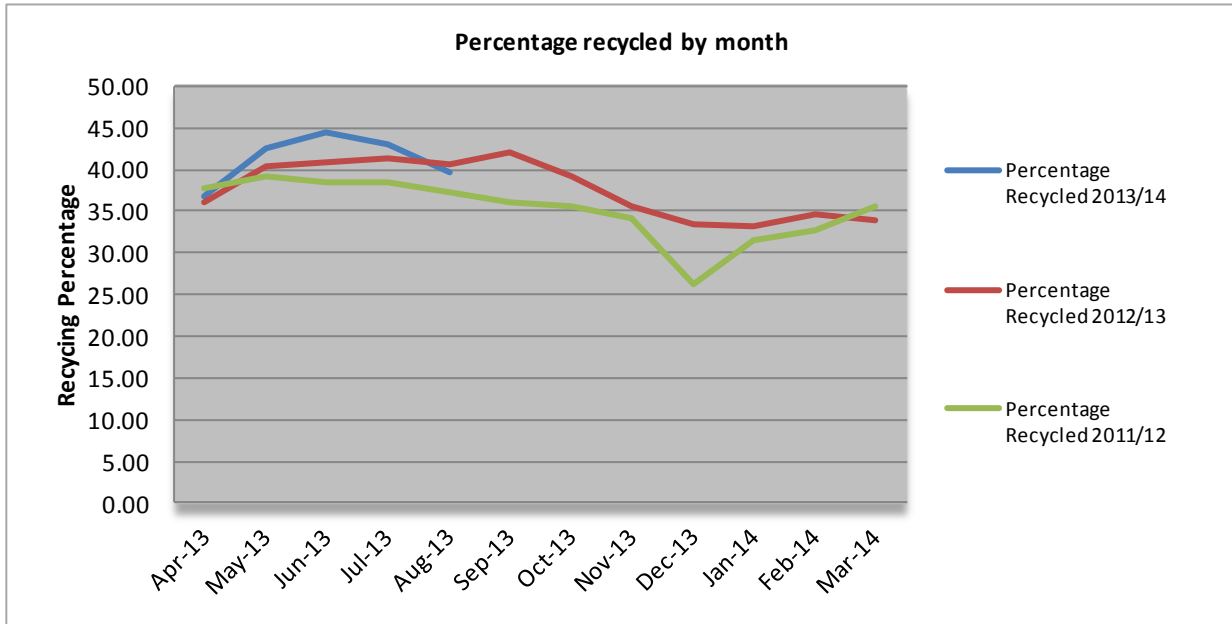
	YTD August 2013		YTD August 2012		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	40,142	41.4%	41,121	39.93%	-979	-2.4%

Chart 3: Recycling Tonnages 11/12, 12/13 & 13/14 (YTD)



2.6 Chart 4 below shows the comparison of monthly recycling percentages for the last 3 years which shows that recycling percentages have shown significant improvement for most of 2013/14 to date.

Chart 4: Percentage Recycled by month 11/12, 12/13 and 13/14



2.7 The tonnage of food waste recycled to date in 2013/14 totals 2,080 tonnes; this is an increase of 445 tonnes (27 %) on 2012/13.

- 2.8 The tonnage of kerbside box recycling for April to June 2013 combined is 6,031 tonnes, this is an increase of 404 tonnes (7.2%) on the corresponding period in 2012 (5,627 tonnes).
- 2.9 The tonnage collected through packaging banks and CRC sites has also increased (see Table 3 below).

Table 3: Year to date recycling by scheme 2012/13 & 2013/14

Recycling 2013/14	2013/14	2012/13	Difference
Kerbside Blue/Red Boxes	6031	5627	404
Garden Waste	12131	13089	-958
Food Waste	2081	1634	447
Recycling Banks	2972	3421	-449
Packaging Banks	1350	1137	213
Trade	1913	2103	-190
CRC	9089	8882	207
Special Uplifts	1452	1525	-73
Other	1145	1155	-10
Street Sweepings	1978	2545	-567

- 2.10 Based on performance to date in 2013/14 the current projected year end recycling rate (see Table 4 below) is 39.2%.

Table 4: Year End Recycling Tonnages 12/13 (forecast) & 11/12 (actual) 12/13 Year End Forecast

	12/13 Year End Actual		13/14 Year End Forecast		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	%
Recycling - All Waste	83,835	37.9%	80,729	39.2%	-3,106	-3.7%

- 2.11 Following approval of the outline business case by this Committee at its meeting on 27th August work is underway to implement a new redesigned kerbside recycling service which will replace the red and blue box scheme towards the end of 2014. That the new service which will be easier to use, provide increased capacity and collect a wider range of materials will lead to an 8% increase in recycling.
- 2.12 Committee also requested that further is under taken to identify the most effective and affordable option for enhancing and expanding communal recycling provision in the high density and tenemental housing areas of the city. The outcome of this work will be reported at the March 2014 meeting of the Transport and Environment Committee. In the meantime Waste Services have been making small scale improvements including new clearer labelling of recycling containers and providing new recycling banks in response to requests from elected members and local communities. Improvements to the maintenance and management of on street packaging and recycling banks and those at other locations such as supermarkets are also being drawn up.

Communication

Landfill and Recycling Update - Transport & Environment Committee – 29 October 2013

- 2.13 A range of public engagement work is ongoing to promote changes in public behaviour which will increase recycling and landfill diversion. This includes door knocking, improving and reviewing information provided on recycling services, engagement activity and promotional campaigns. The main campaign in September targeted students returning for the new term. More details are contained in appendix 1.
- 2.14 Staff engaged in door knocking have switched from targeting low participation areas to targeting areas with excess waste and those in the demographic categories which research shows are most likely to change their behaviour.
- 2.15 ARE, the successful Zero Waste food waste processing contractor, have offered to provide additional funding for the promotion of food waste and discussions are underway to agree the engagement of more recycling advisers to carry out additional door knocking.

Complaints

- 2.16 Weekly complaint numbers since 2011 are shown in Chart 5 below. The peak in complaints in September 2012 was associated with the implementation of new routes in refuse collection. Overall there has been a downward trend in complaint numbers since then.
- 2.17 The weekly average in 2013/14 has been 554 complaints per week. This is 24% less than the average number of complaints per week in 2012/13 (738 complaints per week). It is worth noting when comparing complaint numbers with previous years that food waste collections were piloted from spring 2011 and rolled out across the city more widely during 2012/13. This added the potential for up to 200,000 additional collections per week.
- 2.18 The majority of complaints are about residual refuse collections (41%). Chart 5 below shows the full breakdown by service area. Missed collections are the subject of 86% of all complaints.
- 2.19 Although the incidence of complaints is very small compared to the number of collections carried out it is acknowledged that there is never an acceptable level of complaints and Waste Services continue to work hard to reduce the number further.

Chart 5: Total complaints per week January 2011 to August 2013

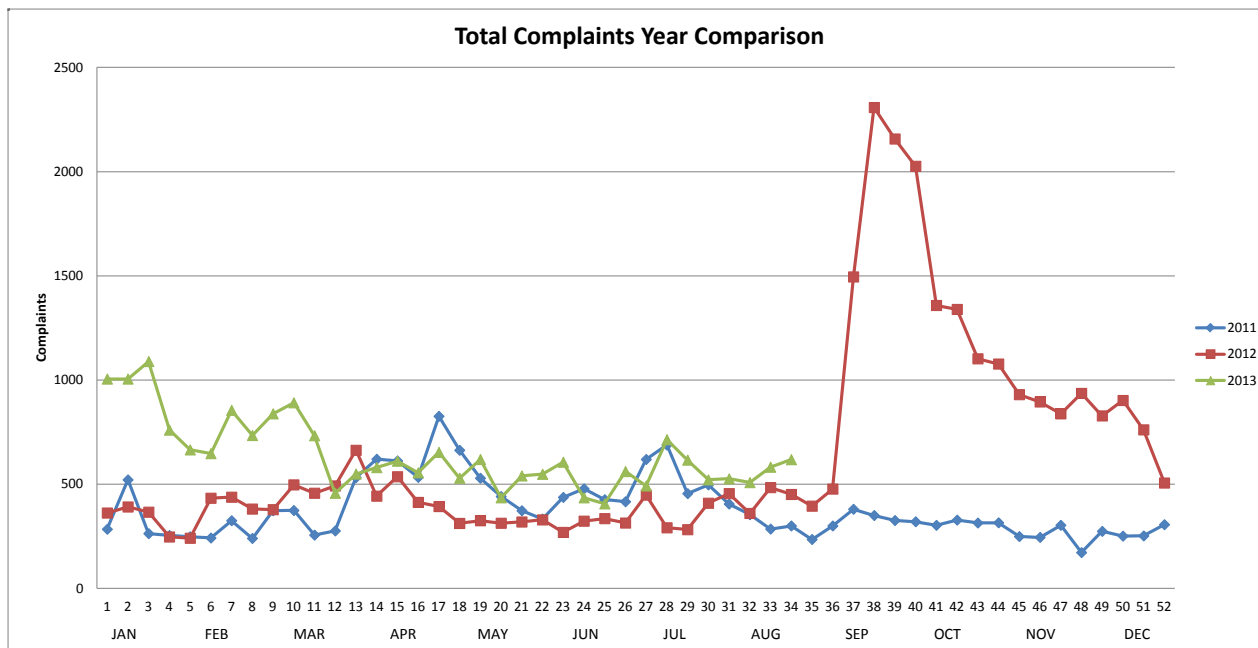
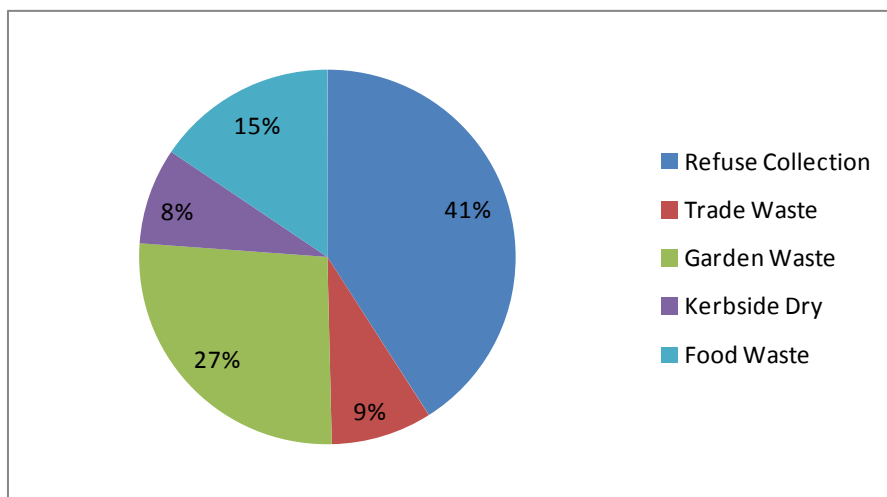


Chart 6 Complaints 2013/14 year to date by service



2.20 Implementation of a new asset management software system between October and December will improve the way in which complaints are handled and the information available to customer service staff. It will enable all data relating to waste collections to be stored and recorded in one place including bin and collection types, detailed location and access information and customer contact including complaints. The new system will be used by both Waste Services and the Contact Centre thereby enabling better and quicker handling of customer complaints. In-cab devices will also be provided for crews that will show route information and allow crews to record route completion and problems with collections in real time. Staff handling complaints will be able to view this information together with schedules and a history of any address which will improve the detail and accuracy of information given to callers. It will be possible to immediately allocate work to crews via their in cab devices leading to much quicker resolution of complaints.

- 2.21 A programme of staff engagement and route reviews is underway to improve the reliability of collections and focus attention on a right first time approach. A more detailed analysis of complaints is also being undertaken so that more targeted action can be taken to reduce the numbers.

3. Recommendations

- 3.1 To note the contents of the report.

Mark Turley

Director of Services for Communities

Links

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

Appendix 1 – Communications Activity

Door Knocking –

- Staff have switched from targeting low participation areas to targeting areas with excess waste and those in the demographic categories which research shows are most likely to change their behaviour.
- ARE, the successful Zero Waste food processing contractor, have offered to provide additional funding for the promotion of food waste and discussion are underway to agree the engagement of additional recycling advisers to carry out door knocking.
- Participation studies will be carried out in areas with higher and lower food waste tonnage to get a better understanding of current behaviour.
- Food waste advisors have been concentrating on areas with new communal service as this is funded by Zero Waste specifically for this work.

Renewing the signage on communal recycling bins –

- A programme to replace stickers on recycling banks is 80% complete. This programme will be completed as soon as possible and residents in these areas will be surveyed to understand further how information can be improved.

Engagement –

- Local groups that could targeted will be identified e.g. those interested in sustainability / allotment holders etc and there is scope to see about joining up with other community groups such as mother and toddler groups etc, to reach out to different audiences and develop community champions.
- Staff continue to work with Changeworks and their volunteers.
- Different venues for additional events are being identified, e.g. roadshows in supermarkets, leisure centres, cinemas, student campuses, Princes Street.
- Staff continue to work with neighbourhoods e.g. working in North neighbourhood on Crewe Road North where additional banks have been sited and properties highlighted by neighbourhood team visited.

Campaigns –

- Further additional food waste campaigns are being planned. This will include vehicle livery review to get more vehicles carrying recycling messages. There will also be a strong digital element to campaign as high percentage of residents are online. This will be combined with more traditional elements. This campaign will run up until March 2014. Whilst the focus will be on food where ever possible will take holistic view to recycling and include all recycling.
- A student campaign began on 2 September. It will focus on a Facebook competition that encourages students to find out about services in their areas and offers the chance to win a tablet. This includes 5 fresher's events with more to follow throughout September. Posters were distributed to student unions, halls of residences and other sites and adverts ran in both the Student and Journal both student papers
- Social media activity throughout September and into October, including promotional videos

Transport & Environment Committee

10am, Tuesday, 29th October 2013

Saughton Park & Gardens

Heritage Lottery Fund Project Board

Item number	8.7
Report number	
Wards	Sighthill/Gorgie

Links

Coalition pledges	P31 P48
Council outcomes	CO7 CO19 CO20
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: David Jamieson, Parks & Greenspace

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

Executive summary

Saughton Park & Gardens

Heritage Lottery Fund Project Board

Summary

Following the Council's success in securing Heritage Lottery Funding (HLF) to restore the historic Saughton Park & Gardens, project governance and project management arrangements are being put in place. Elected member support is required and will be facilitated by the establishment of a project elected member sounding board

Recommendations

1. To note the project governance and management arrangements being put in place.
2. To agree the establishment of a project elected members sounding board consisting of local ward members and the Convenor of the Transport & Environment Committee.

Measures of success

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

Financial impact

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

Equalities impact

No equalities impact at this stage.

Sustainability impact

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

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

Consultation and engagement

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

Background reading / external references

Transport & Environment Committee Report – Heritage lottery Funding Approved
Saughton Park & Gardens 27 August 2013

Transport and Environment Committee - 29 October 2013

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

A copy of the funding application is available on request.

Saughton Park & Gardens

Heritage Lottery Fund Project Board

1. Background

- 1.1 As approved by the Transport and Environment Committee on 19 March 2013, the City of Edinburgh Council submitted an application to the Heritage Lottery Fund (HLF) on 28 February 2013 to fund the restoration and regeneration of the historic Saughton Park and Gardens.
- 1.2 An HLF Development Grant was awarded to City of Edinburgh Council on the 2 July 2013. This grant of £392k, along with a Council contribution of £141k, secures funding for up to two years to appoint a Project Manager and Development Officer, and for the Council and community to undertake further consultation, research and design work and prepare a more financially detailed second stage submission in 2015. This was reported to the Transport and Environment Committee at its meeting of 27 August 2013.
- 1.3 Partnership with The Royal Caledonian Horticultural Society (“The Caley”), who supported the Council’s bid, will be an important element of the development phase. The Caley will base their operations from Saughton Gardens, will work closely with the Council to plan the renovation and development of the gardens and will also be involved in supporting the Council raise third party funds and lead the development of a horticultural volunteer programme and community outreach initiative

2. Main report

- 2.1 A proposed project governance structure, based on the Council’s Programme Management Approach, formed part of the application to the Heritage Lottery Fund. Now that funding has been approved this project governance will be implemented. A Project Board will established comprising of:
 - Parks & Greenspace Manager
 - Royal Caledonian Horticultural Society representative

- Parks & Gardens Manager
- Project Manager

2.2 The Board will be chaired by the Parks and Greenspace Manager and is expected to meet once a month. It will have responsibility for overseeing the direction of the two year Development Phase and the successful completion and submission of the second stage funding application to the Heritage Lottery Fund. A Project Team will report to the Project Board. This team will be expected to meet once a month. It will be responsible for ensuring delivery of the project, consultation and engagement with key partners and stakeholders including the local community, commissioning of detailed designs and production of a second stage funding application. It will also be responsible for organising and managing contractors, consultants and community input including events and activities.

2.3 The Project Team will consist of:

- Parks & Gardens Manager
- Project Manager
- Project Development Officer
- Royal Caledonian Horticultural Society (Historic Garden Expert)
- Community Representative
- Finance Manager
- Parks Strategy Manager
- Community Parks Officer (South West Neighbourhood)
- Botanical Services Manager

2.4 Additional teams will be established to provide specialist input (e.g. Architect, Landscape Architect, Specialist Contracts, Planning & Building Control etc) and community input (e.g. Community Council, Neighbourhood Partnership, Friends Group, other user groups etc).

2.5 As the project develops, regular consultation with, advice from, and the continued support of elected members will be important. It is therefore recommended that local ward members, along with the Convenor of the Transport & Environment Committee come together as a Project Sounding Board. The proposed remit for the sounding board will be to:

- Provide elected members with an opportunity to consider the project's impact on the local community.
- Ensure that the local community are involved in the development of the detailed proposals for the renovation and regeneration of the park.
- Receive regular project progress reports.
- Scrutinise the work of the project board.

3. Recommendations

- 3.1 To note the project governance and management arrangements being put in place
- 3.2 To agree the establishment of a project elected member sounding board consisting of local ward members and the Convenor of the Transport & Environment Committee.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P31 Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure. P48 Use Green Flag and other strategies to preserve our green spaces.
Council outcomes	CO7 Edinburgh draws new investment in development and regeneration. CO19 Edinburgh remains an attractive city through the development of high quality buildings and places.

Transport and Environment Committee - 29 October 2013

Single Outcome Agreement	CO20 Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens. SO4 Edinburgh's communities are safer and have improved physical and social fabric
Appendices	None

Transport & Environment Committee

10am, Tuesday, 29 October 2013

Ban cycling on City Centre pavements by cyclists over 12 years – Referral from the Petitions Committee

Item number	8.8
Report number	
Wards	Ward 11 – City Centre and City Wide

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report

Carol Campbell

Head of Legal, Risk and Compliance

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Terms of Referral

Ban cycling on City Centre pavement by cyclists over 12 years

Terms of referral

On 5 September 2013 the Petitions Committee considered a report by the Director of Corporate Governance outlining the petition 'Ban cycling on City Centre pavements by cyclists over 12 years'.

The Petitions Committee agreed:

- 1) To refer the Petition to the Transport and Environment Committee.
- 2) To note that the Director of Services for Communities would investigate the possibility of including the promotion of cyclist/pedestrian safety within the Active Travel Action Plan & Road Safety Action Plan.
- 3) To note the discussions on the possibility of holding a city wide initiative in response to the issues in the petition
- 4) To note that Police Scotland would provide statistics on the number of and location of pedestrian/cyclist collisions and the number of fixed penalty notices issued for cycling on the footpath to the City of Edinburgh Council.
- 5) To ask that the issue of footpath cycling and its consequences be discussed further at Tactical and Co-ordination Groups (TAC) of Neighbourhood Partnerships and that an update be provided to the Petitions Committee within 12 months on any actions that have been taken.

For decision/action

The Petitions Committee has referred the attached report to the Transport and Environment Committee for consideration.

Background reading / external references

Petitions Committee 5 September 2013

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Report by the Director of Corporate Governance

2.00pm, Thursday 5 September 2013

Petitions for Consideration: Overview Report

Item number	5.1
Report number	
Wards	Ward 11 – City Centre and City Wide

Links

Coalition pledges	
Council outcomes	CO23 & CO26
Single Outcome Agreement	

Alastair D Maclean

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Executive summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider one valid petition at this meeting.

Valid petition

Ban cycling on City Centre pavements by cyclists over 12 years

A valid petition entitled 'Ban cycling on City Centre pavements by cyclists over 12 years' has been received. The petition was submitted by a business and required the support of twenty other businesses on the Valuation Roll in Edinburgh.

The petition has received 64 signatures online and in paper format. Of these signatures, 26 were submitted by businesses and 26 were considered valid. In addition 38 signatures were received by individuals.

Details of this petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petition:

- 1.1 'Ban cycling on City Centre pavements by cyclists over 12 years' as set out in 5.1(a) of appendix one.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

There is no financial impact arising from the consideration of these petitions.

Equalities impact

There is no equalities impact arising from the consideration of these petitions.

Environmental impact

There is no environmental impact arising from the consideration of these petitions.

Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

Background reading / external references

[Petitions webpages](#)

[Council Webcasting](#)

Links

Coalition pledges

Council outcomes CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

5.1(a)	22 July 2013	<p>Ban cycling on City Centre pavements by cyclists over 12 years</p> <p>We request that tough measures are taken to prevent cyclists from cycling on pavements within the busy City Centre pavements, especially in the Tram Construction works areas, where metal fencing further restricts pavement width. There are many cyclists weaving through the pavements, where people with prams, buggies, wheelchairs and disabled scooters are trying to pass. People with walking difficulties, loss of hearing or sight are further placed in danger as they are less likely to be aware of a bicycle coming along a pavement from behind. Young children are also placed in danger, as are dog walkers. It is particularly bad around the Haymarket Station area where there is the additional danger towards holiday makers / tourists arriving with bulky and heavy cases, totally unaware that cyclists</p>	Ward 11 – City Centre and Citywide	64 signatures

		<p>are sharing the pavement. It creates a very bad first impression of the City, especially alongside the construction works for the trams. It is suggested that Fines should be imposed on those flouting a ban in the same way Fines are imposed on motorists. Younger children, especially on bicycles with stabilisers or tricycles cannot be expected to join traffic on roads, hence requesting the ban on cyclists over the age of 12.</p>		

Transport & Environment Committee

10am, Tuesday, 29 October 2013

Solar Photovoltaic Energy – a Strategic Approach – Referral from the Economy Committee

Item number	8.9
Report number	
Wards	All

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report

Carol Campbell

Head of Legal, Risk and Compliance

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Terms of Referral

Solar Photovoltaic Energy – a Strategic Approach

Terms of referral

On 17 September 2013, the Economy Committee considered a report by the Head of Economic Development which set out an approach to supporting jobs and investment in the city's energy sector and detailed proposals to develop the business potential of solar photovoltaic energy arrays.

Proposals were also detailed on developing, in collaboration with other Council service areas and external partners, a strategic framework for jobs and investment in the energy sector, with a particular focus on renewable energy potential. The strategic framework would build on related work already completed or underway, particularly the Sustainable Energy Action Plan (SEAP).

The Economy Committee agreed:

- 1) That the Economic Development Service develops, in collaboration with other Council services, a strategic framework to support jobs and investment in the city's energy sector, building in provision for solar photovoltaic arrays and other innovative technologies.
- 2) To receive an interim report on the energy framework by February 2014.
- 3) To instruct the Director of Services for Communities to identify Council Land (such as landfill sites) which could be allocated for the necessary 25 years to ensure adequate return on investment and report back within one cycle.
- 4) To note that it was the responsibility of the Transport and Environment Committee for delivering these projects.
- 5) To recommend to the Transport and Environment Committee that solar photovoltaic array projects on these sites should be delivered at no capital cost to the Council.
- 6) To recommend to the Transport and Environment Committee that a proportion of the electricity produced by these projects be directed to mitigate against fuel poverty in the City.
- 7) To refer the report by the Head of Economic Development to the Transport and Environment Committee.

For decision/action

The Economy Committee has referred the attached report and the recommendations detailed at 5 and 6 above to the Transport and Environment for consideration.

Background reading / external references

Economy Committee 17 September 2013

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	Report by the Head of Economic Development

Economy Committee

10am, Tuesday 17 September 2013

Solar Photovoltaic Energy – a Strategic Approach

Item number

Report number

Wards: All

Links (to be updated)

Coalition pledges [P7; P15; P16; P17; P28; P49; P50](#)

Council outcomes [CO7; CO8; CO9](#)

Single Outcome Agreement [SO1](#)

Greg Ward

Head of Economic Development

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Executive summary

Solar Photovoltaic Energy – a Strategic Approach

Summary

The purpose of this report is to set out an approach to supporting jobs and investment in the city's energy sector. The report also outlines a proposed approach to developing the business potential of solar photovoltaic energy arrays, setting this within the proposed wider strategic approach.

The report proposes to develop, in collaboration with other Council service areas and external partners, a strategic framework to jobs and investment in the energy sector, with a particular focus on renewable energy potential. The strategic framework will build on related work already completed or underway, particularly the Sustainable Energy Action Plan (SEAP).

Responding to current developer interest, the report includes specific reference to solar arrays and considers how this technology can be considered in the wider renewables context. The actions are centred on exploring the potential in a systematic and planned way, seeking expert advice where necessary to develop sound business cases, and considering how solar power can best complement other renewable technologies.

Recommendations

The Economy Committee is asked:

- To agree that the EDS develops, in collaboration with other Council services, a strategic framework to support jobs and investment in the city's energy sector, building in provision for solar photovoltaic arrays and other innovative technologies
- To receive an interim report on the energy framework by February 2014
- To agree that the Director of Services for Communities consider the availability of Council land for the delivery of solar photovoltaic arrays in the city.

Measures of success

The performance of the Economic Development Service (EDS) is measured using three Key Performance Indicators. Measures of success in moving towards a more

sustainable economy will be nested within these KPIs. However more research will be done to developing more tailored indicators which could include the success and growth of renewable energy-related companies. This will be set within the corporate performance management framework.

Financial impact

The actions and outputs described in this report have been met from within the EDS revenue budget for 2013/14.

Equalities impact

A full [Equalities Impact Assessment](#) was carried out on the Economic Strategy in February 2012. The focus of this report on sustainability principles should help further equalities objectives. This will be monitored as part of the ongoing process of operational plan review.

Sustainability impact

The recommendations in this report are intended to lead to positive impacts on sustainability. Solar energy is a proven technology which reduces carbon emissions. An energy strategy offers the potential to make significant progress on encouraging renewable energy and promoting energy efficiency.

Consultation and engagement

The content of this report was influenced through informal dialogue with internal consultees and potential developer interests.

Background reading / external references

[Economic Strategy and Operational Plan for the Economic Development Service](#)

[Sustainable Edinburgh 2020](#)

Solar Photovoltaic Energy – a Strategic Approach

1. Background

- 1.1 The corporate context for this report is the Sustainable Edinburgh 2020 Sustainability Strategy which includes the target for “renewable energy technologies contributing to at least 40% of energy consumption in the city”. The Council approved an Energy Policy in 2013 dealing with the energy management of its own buildings. A Sustainable Energy Action Plan (SEAP) is also in preparation. There is therefore as yet no overarching energy framework in place for the city, or any document which deals specifically with jobs and investment in the sector. However elements are contained within other Council strategies and policy documents, including the Economic Strategy and also planning, transport, and housing documents.
- 1.2 There are significant issues related to energy supply that affect the economy and Edinburgh’s future resilience. These include rising energy prices, the decline of indigenous energy supplies and uncertain access to foreign supplies. There is also the need to update energy infrastructure and the Council is currently engaging with Scottish Power to ensure that planning is done in the most rational way possible.
- 1.3 Notwithstanding risks and challenges, there are many business benefits arising from encouraging more renewable energy technologies. Such benefits include not just direct job creation but wider supply chain opportunities for local firms, enhancing the city’s reputation for knowledge and expertise in the field, and demonstration projects which can link to higher and further education teaching. The main government tool that supports increased renewable energy is the Renewables Obligation; this is further explained in Appendix 1.
- 1.4 As part of the Council’s support for the growth in renewables, the potential for solar energy is under review. There is increasing developer interest. Support for the potential of solar arrays is evidenced by the the Midlothian Campus of Edinburgh College plans to develop a “solar meadow” comprising 2500 photovoltaic panels, sufficient to power the equivalent of 170 homes. The development of large scale solar energy is increasingly taking the form of photovoltaic panels arranged in arrays. These are sometimes labelled “solar farms” although this terminology is not used by the Scottish Government. The

energy facility may be off or on grid. Whilst there are no emissions, there are other environmental impacts in terms of the chemicals used in manufacturing the panels, and visual impacts on local amenity. Such factors should be included in site identification.

- 1.5 The Council as landowner has the potential to support the development of solar arrays and other sustainable technologies. For example the Millerhill site is being developed as a waste to energy facility. It has been suggested by developers as a potential site for an energy hub, which could include a solar array. There may be other such opportunities in the city. It is noted that the Council's landowning powers operate within certain constraints including: ensuring an adequate return on investment, building at no capital cost to the Council, and meeting other Council priorities such as fuel poverty.

2. Main report

- 2.1 A number of developers interested in the Renewables Obligation have shown interest in solar arrays and are keen to engage with the Council and other partners. There may be opportunities within all four city development zones, possibly as part of an "energy hub" with solar complementing other forms of renewable energy. There is evidence supporting the economic potential of photovoltaic solar arrays.
- 2.2 The appropriate pace and scale of such solar photovoltaic arrays, needs to be considered as part of a systematic evaluation process linked to the Council's development planning process. A proper evaluation of site options and business benefits would help optimise the jobs and investment potential and ensure that solar energy is considered equitably alongside other renewable energy technologies.
- 2.3 Such an approach would fit well within the development of an overall strategic framework to support jobs and investment in the city's energy sector. This would fit within the emerging SEAP. The parameters of the framework would need to be worked out but would be likely to focus on the jobs and investment potential of energy generation and consumption in the city. The scope would be likely to include the different energy sub-sectors, commercial retrofitting opportunities, and energy efficiency within city businesses. The approach offers the potential to address other priority issues such as fuel poverty.
- 2.4 The proposed approach by the Economic Development Service is to work with other Council service areas and external partners to:
 - Lead the development of a framework focussed on the jobs and investment potential of the city's energy sector, within which the potential for solar power would be clearly placed

- Seek expert knowledge and opinion on the potential for solar arrays for the city, using workshops and other events
- Ensure that a sound business case exists for any proposals coming forward from developers for solar and other renewable energy technologies.

3. Recommendations

The Economy Committee is asked:

- To agree that the EDS develops, in collaboration with other Council services, a strategic framework to support jobs and investment in the city's energy sector, building in provision for solar photovoltaic arrays and other innovative technologies
- To receive an interim report on the energy framework by February 2014
- To agree that the Director of Services for Communities consider the availability of Council land for the delivery of solar photovoltaic arrays in the city.

Greg Ward

Head of Economic Development

4. Links

Coalition pledges	<p>P7 - Further develop the Edinburgh Guarantee to improve work prospects for school leavers</p> <p>P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P16 - Examine ways to source new funding to support small businesses</p> <p>P17 - Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p> <p>P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020</p>
Council outcomes	<p>CO7 - Edinburgh draws new investment in development and regeneration</p> <p>CO8 - Edinburgh's economy creates and sustains job opportunities</p> <p>CO9 - Edinburgh residents are able to access job opportunities</p>

Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	1. Background to the Renewables Obligation

Appendix 1

Background to the Renewables Obligation

2. The Renewables Obligation (RO) is the main UK government financial support mechanism for renewable electricity projects (such as solar arrays). Smaller scale generation is mainly supported through the [Feed-In Tariff scheme \(FITs\)](#). The RO came into effect in 2002 in England, Wales, and Scotland. It places an obligation on UK electricity suppliers to source an increasing proportion of the electricity they supply from renewable sources.
3. A Renewable Obligation Certificate (ROC) is the green [certificate](#) issued for eligible [renewable electricity](#) generated and supplied to customers in the United Kingdom by a licensed supplier. ROCs are issued by [Ofgem](#) to accredited renewable generators. One ROC is issued for each megawatt-hour MWh of eligible renewable output.
4. An ROC is a digital certificate which holds details of exactly how a unit of electricity was made, by whom and finally who bought and used it. These ROCs are traded separately from the actual electricity itself and work as a bonus premium on top of the price paid for the unit. Energy companies in the UK are now required to generate a minimum of 10% of their electricity from sustainable sources. If they fail to meet this minimum amount required, they must buy ROCs on the open market to make up the shortfall.
5. The ROC therefore provides a financial incentive for producers of renewable energy to produce more renewable energy, since the more certificates that are produced, the more that can be traded.

Transport and Environment Committee

Tuesday 29 October 2013

Britain in Bloom Award

Item number	8.10
Report number	
Wards	All

Links

Coalition pledges	48
Council outcomes	CO17 , CO19 , CO23
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Britain in Bloom Award

Summary

This report is to inform the Committee that the city of Edinburgh has been announced as the winner of Large City category and awarded a gold medal in this year's "Britain in Bloom" Awards. This is the first time that the city has been awarded this honour and this report outlines the highlights of the Britain in Bloom campaign over the past year.

In winning this award, Edinburgh has been invited to enter the "Entente Florale Europe". This is the next level of the competition and would involve Edinburgh representing the UK in the large city category, being judged alongside other European cities.

Recommendations

1. It is recommended that the Transport and Environment Committee recognises Edinburgh's success in the Britain in Bloom Awards 2013.
2. That the Committee notes the opportunity for Edinburgh to go forward into the "Entente Florale Europe" stage of the competition.
3. Some formal recognition is made to the various partner organisations, community groups and volunteers who helped achieve this award for the city.

Measures of success

N/A

Financial impact

The main financial commitment to the Britain in Bloom campaign was officer time, principally from staff in Parks and Greenspace and the City Centre, Leith Neighbourhood team. Other costs included investment in new planting schemes, street cleansing and graffiti removal. It is estimated that the total cost for entry, including officer time totals around £17k.

Equalities impact

A large proportion of the community groups involved in this campaign support young, elderly, disabled and other minority groups within the community. This campaign

encourages partnership working, fosters good relations and supports the General Duties of the Equality Act 2010.

Sustainability impact

The campaign promotes the key principles of sustainability within Edinburgh's community and has a significant benefit to the city's environment, acting as a catalyst for street and greenspace improvements along with increased levels of local environment action.

Consultation and engagement

Engagement is pivotal to this campaign. It is critical to the outcome that the council engages and works alongside external community groups, local businesses, charities and private companies.

Background reading / external references

[Edinburgh in Bloom Portfolio 2013](#)

Britain in Bloom Award

1. Background

- 1.1 In 2012 Edinburgh won the large city category in the “Beautiful Scotland” campaign” and as a result was invited to represent Scotland in the national “Britain in Bloom” competition.
- 1.2 Britain in Bloom is one of the largest horticultural campaigns in Europe, is run by the Royal Horticultural Society (RHS) and works year-round to create a cleaner and greener Britain through community action. As well as horticultural improvements, it promotes cleanliness, sustainability, public participation and community ownership. As such the campaign compliments a number of council initiatives and strategies aimed at enhancing the visual appearance and sustainability of the city including the Edinburgh Biodiversity Action Plan and the Parks and Gardens strategy.

2. Main report

- 2.1 There are three main elements of the Britain in Bloom campaign, horticultural achievement, environmental responsibility and community participation. Entrants are expected to carry out long term projects which address and improve all of these areas.
- 2.2 The benefits of the campaign are far ranging. There is a focus on improving working within council service areas, greater co-operation with local community groups, schools and generating new partnerships with local organisations. In addition horticultural improvements and projects tackling cleanliness, helping to create a brighter, cleaner and greener city.
- 2.3 The Edinburgh in Bloom development group has been established since 2008, its remit is to plan and co-ordinate the annual campaign whether it be entry into the “Beautiful Scotland” or “Britain in Bloom” campaigns. It consists of key officers from across the City of Edinburgh Council, community organisations, external partners and land managers.
- 2.4 The year-long campaign culminated in the Royal Horticultural Society judges visiting the city on Wednesday 7 August 2013. They were taken on a four and a half hour tour which included Princes Street Gardens, the Royal Mile, the Grassmarket and other interesting locations managed by our Bloom partners such as the Pollock Halls of Residence (Edinburgh University), Holyrood Park and the Royal Botanic Garden. The judges also met with a number of

community representatives who help manage some of the parks and greenspaces in the city, including Duddingston Village Community Garden Group, Dr Neil's Garden, the Garden Partners Project and the Grassmarket Community Group.

- 2.5 A Bloom portfolio was compiled and delivered along with a 15 minute presentation providing the judges with further evidence of the wide range of activities and achievements taking place in Edinburgh throughout the “Bloom” year.
- 2.6 The Britain in Bloom awards ceremony took place on Saturday 12 October 2013; Edinburgh was crowned winner of the large city category, awarded a gold medal and received a special commendation for excellence in the Community Award category.
- 2.7 An extract from the judge’s comments:

“Scotland’s historic capital city welcomed the judges and gave us a memorable tour, meeting so many dedicated, well informed volunteers and professionals. So many highlights demonstrated the depth and quality of this beautiful city’s Bloom campaign – from the horticultural expertise seen at the University campus, the Botanic Garden and Princes Street Gardens, to the range of community projects where volunteers and ably looking after open spaces, growing vegetables and improving the quality of life even right in the heart of the city centre with the community gardens. Edinburgh is a worthy winner of this challenging category and has done so in style.”

3. Recommendations

1. It is recommended that the Transport and Environment Committee recognises Edinburgh’s success in the Britain in Bloom Awards 2013.
2. That the Committee notes the opportunity for Edinburgh to go forward into the “Entente Florale Europe” stage of the competition.
3. Some formal recognition is made to the various partner organisations, community groups and volunteers who helped achieve this award for the city.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P48 Use Green Flag and other strategies to preserve our green spaces.
Council outcomes	CO17 Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti. 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. CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	N/A

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Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Public Utility Company Performance Quarter 2 2013/14

Item number	8.11
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Public Utility Company Performance Quarter 2 2013/14

Summary

This report summarises the performance of Public Utilities (PU's) during Quarter 2 of the 2013–2014 year (July to September 2013).

Where appropriate, the year to date information is given, eg (April to September).

Recommendations

It is recommended that the Transport and Environment Committee notes the report and the performance information shown in Appendix A.

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

The revenue streams associated with Sample and Follow up inspections of PU reinstatements are on track to achieve the budget target for 2013/14 financial year.

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

Individual liaison meetings were held every two months with representatives of each of the major PUs. Specific performance issues and improvement requirements were discussed at the meetings.

This quarter, the Council was represented at all relevant committees as required within the Code of Practice for the Co-ordination of Works in Roads.

There were two meetings held with Scottish Waters contractors this quarter to discuss the commencement of the second programme for the backlog of road and pavement apparatus repairs. It was confirmed that every effort would be made to progress this work as quickly as possible with the minimum of inconvenience to traffic. This will utilise wherever possible evening and off peak working.

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.

Public Utility Company Performance 2012/13 and First Quarter 2013/14 - Item 7.6 Transport, Infrastructure and Environment Committee, 27 August 2013.

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

Public Utility Company Performance Quarter 2 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 private utility providers) 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 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 Edinburgh Roadworks Ahead Agreement (ERWAA).
- 1.3 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 FPNs issued to PUs, in quarters 1 & 2 of 2013/14 was 219. A further 78 FPNs were issued to other agents in relation to Road Occupation Permits ie skips, scaffolding etc.
- 2.2 The yearly trend is showing an improvement in compliance and the trend is positive since 2011.

Co-ordination

- 2.3 The quarterly meetings for the Edinburgh Roads Authorities and Utilities Committee and for the South East Roads Authorities and Utilities Committee took place. Since the last report, Vodafone, which had failed to attend previous meetings, has been present. Vodafone now represents Cable & Wireless. Cable & Wireless was the only PU to have missed nearly every meeting.

- 2.4 The second of four quarterly meetings took place for Edinburgh Roads Authorities and Utilities Committee and for the South East Roads Authorities and Utilities Committee. They took place on 13 August and 20 August 2013 respectively.

Utility Reinstatement Work

- 2.5 The sample Inspections, carried out in Q1&2 of 2013/14, were divided as follows:

Type of Inspection	Definition	No
Sample A Inspections	Inspections undertaken during the progress of the works.	321
Sample B Inspections	Reinstatements inspected within six months of the work being completed.	328
Sample C Inspections	Reinstatements inspected within three months of end of maintenance guarantee period.	321

These inspections average 50% of the expected yearly total and are on target to achieve the required totals for the year.

- 2.6 The number of Inspections, carried out in addition to the above sample inspections in Q1&2 of 2013/14, were as follows:

Type of Inspection	Definition	No
Category A Inspections	Inspections undertaken during the progress of the works.	60
Category B Inspections	Reinstatements inspected within six months of the work being completed.	2211
Category C Inspections	Reinstatements inspected within three months of end of maintenance guarantee period.	3128

The Category B & C inspections average 48% of the expected yearly total and are on target to achieve the required total of 100% for the year.

These totals are a direct result of increasing the Road Work Support Team by the two additional fixed term Inspectors earlier this year.

The average failure rate for all PUs is 14.8% and these results are being discussed at the one to one liaison meetings with each PU.

Utility Defective Apparatus

2.7 The total numbers of outstanding Defective Apparatus for Q2 was as follows:

Utility	July	August	September
Scotland Gas Networks (SGN)	5	7	10
Scottish Water	549	550	548
BT Openreach	33	51	55
Scottish Power	6	10	9
Virgin Media	16	19	13

- 2.8 At the end of quarter 2, there were 635 items of outstanding defective apparatus. The PU with the largest number outstanding is still Scottish Water. Of the 548, that show as still outstanding, the Council has received assurances from Scottish Water that there are now approximately only 200 outstanding. However, the Scottish Road Works Register shows the 548 as still outstanding. The Council has received assurances from Scottish Water that the discrepancy in the register is being addressed. 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.
- 2.9 Over the past three months there has been a negative trend in the performance of nearly all major utilities and each utility has given assurances that they will address this. This is being closely monitored over the next quarter by the Road Work Support Team.

Defective Reinstatements

2.10 The total number of outstanding Defective Reinstatements for Q2 was as follows:

Utility	July	August	September
Scotland Gas Networks (SGN)	85	88	81
Scottish Water	231	272	277
BT Openreach	37	43	43
Scottish Power	42	52	45
Virgin Media	46	49	46

At the end of the quarter, the total number of outstanding defective reinstatements in the city was 492. 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 undertaking training of its contractors to address issues that result in failed reinstatements. The actions being taken by Scottish Water have been submitted to, and discussed with, Road Services.

It can be seen that in September of quarter 2 every PU showed a small improvement in their failed reinstatements when compared to August, with the exception of Scottish Water. The number of inspections carried out by the Council during this quarter also increased, by 28%, compared to the previous quarter.

The Edinburgh Roadworks Ahead Agreement

2.11 The planned re-launch of the ERWAA is progressing with the first meeting of the member/officer working group took place on 15 October 2013. It is envisaged that the actions and progress of the ERWAA will feature in the next quarterly report.

Changes in the Second Quarter of 2013/14

2.12 The total number of inspections is showing a trend of increasing month on month. This is attributed to the training and experience being gained by the additional inspectors in the Road Work Support Team. This is also in addition to the existing work of the experienced inspectors within the team.

2.13 When compared to the same period last year there has been a 89% increase in the number of inspections carried out.

Improvement Plan

- 2.14 Several meetings have been held with Scottish Water throughout this year to date to discuss its improvement plans and to make significant amendments to its performance to date.
- 2.15 This involved the training of staff who are involved in setting out their signing, lighting and guarding of their works and closer communication between Scottish Water's contractors and the Council.
- 2.16 A commitment has been received from Scottish Water and work has started on repairing their defective apparatus. Work is being undertaken outwith peak times and will utilise evening and weekend working to minimise disruption to traffic. It is subject to regular monitoring and it is still planned to have the backlog of defects completed this year.
- 2.17 Work is being undertaken to investigate the anomaly within the Scottish Road Works Register regarding the items of apparatus that have already been completed but are still showing as outstanding.

Performance Monitoring

- 2.18 Figures showing performance information for the second quarter of 2013/14 are shown in:
- **Graph 1** - Fixed Penalty Notices per Utility Company; the failure rate by Scottish Water was the highest in quarters 1 & 2. This was due to their notices not being closed on time and no notice being received. These issues will be raised at their next liaison meetings. Requests will be made for an improvement by the next months monitoring.
 - **Graph 2** - Number of Inspections undertaken; in this quarter there were 6,847 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. The number of inspections has been increasing every month since June this year.
 - **Graph 3** - 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 its 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 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 4** - Defective Apparatus Outstanding, (Overall numbers that have yet to be repaired); the number outstanding for Scottish Water (548) is a long standing issue. This has been raised as a specific problem and plans are being put in place to address this, which should reduce the actual numbers on the roads and pavements this year.
- **Graph 5** – Defective Reinstatements Outstanding, (Overall numbers waiting repair); the number of outstanding or defective reinstatements has varied over quarter 2. Each PU has shown an increase in failed reinstatements over the first two months but generally improved slightly in September, with the exception of Scottish Water. It is believed this is a direct result of the additional inspections carried out in quarter 2 and therefore additional failed reinstatements were discovered.

2.19 It is proposed to provide further quarterly performance reports to future meetings of the Committee.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee notes the report and the performance information shown in Appendix A.

Mark Turley

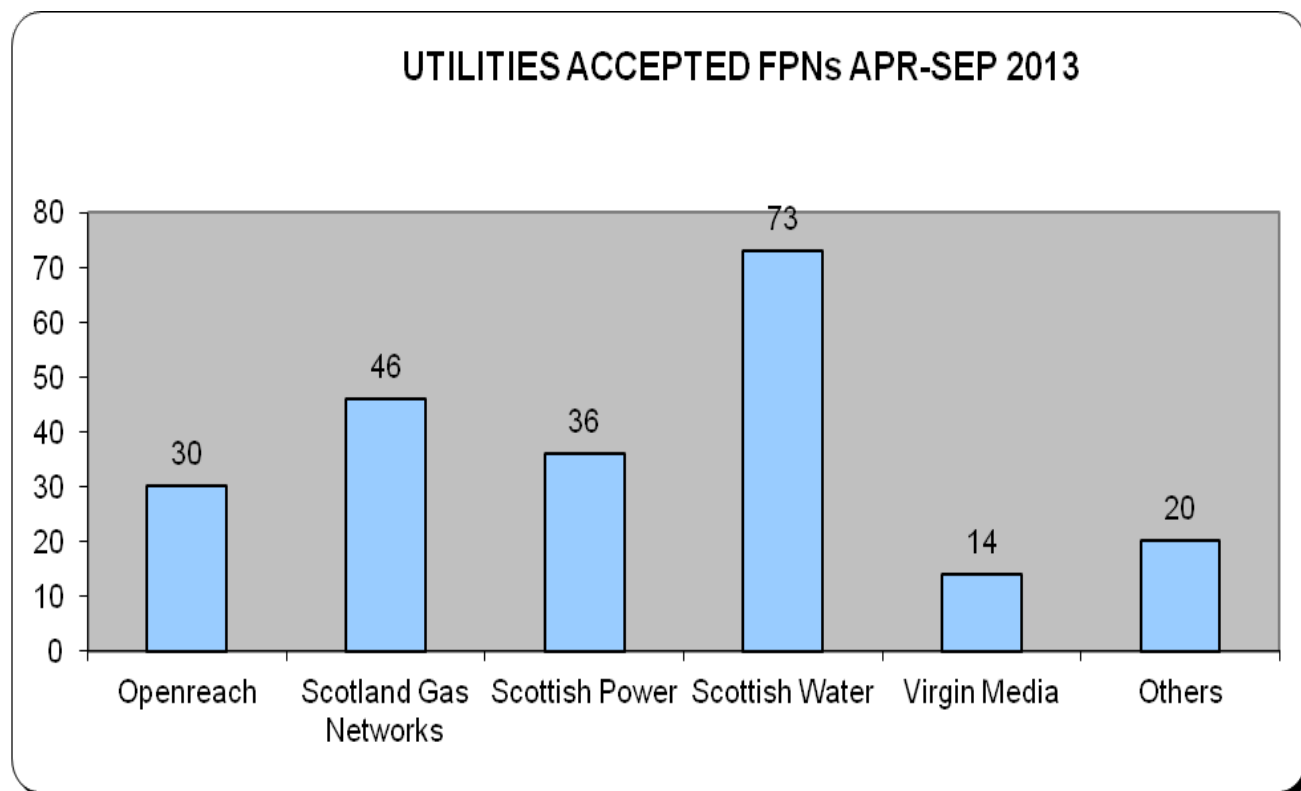
Director of Services for Communities

Links

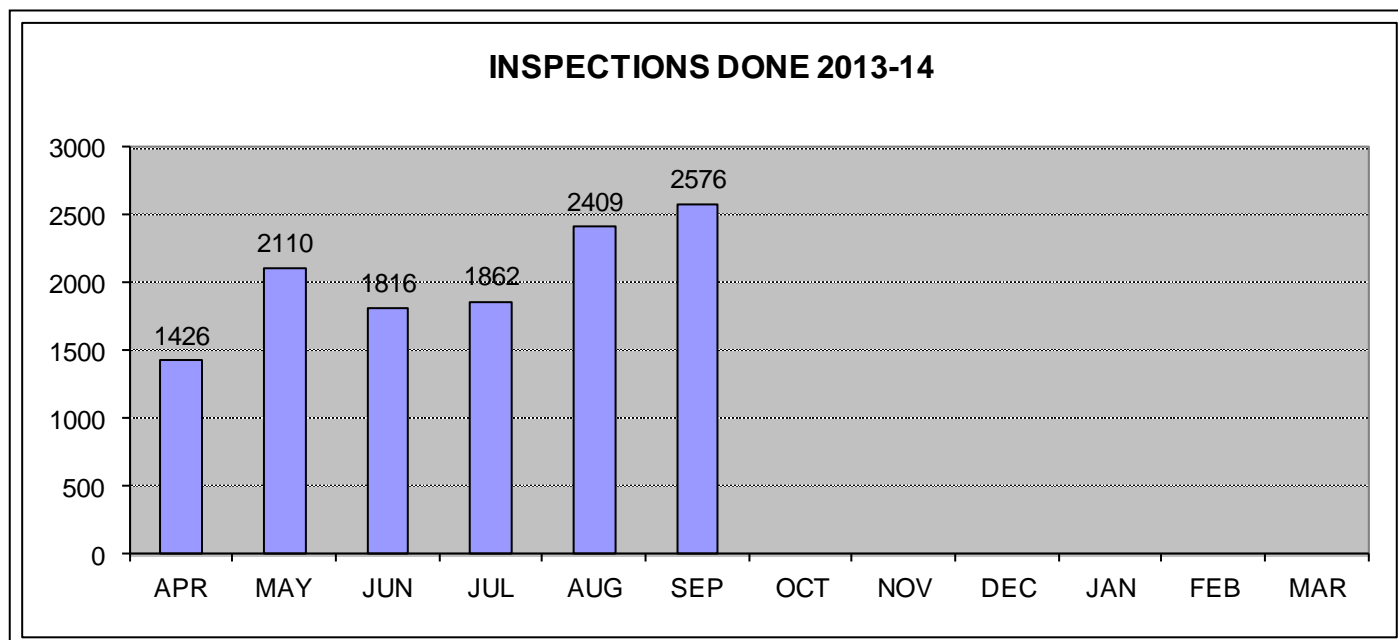
Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p>
Council outcomes	<p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A - Utility Company Performance Quarter 2 July to September 2013</p>

Appendix A

Graph 1

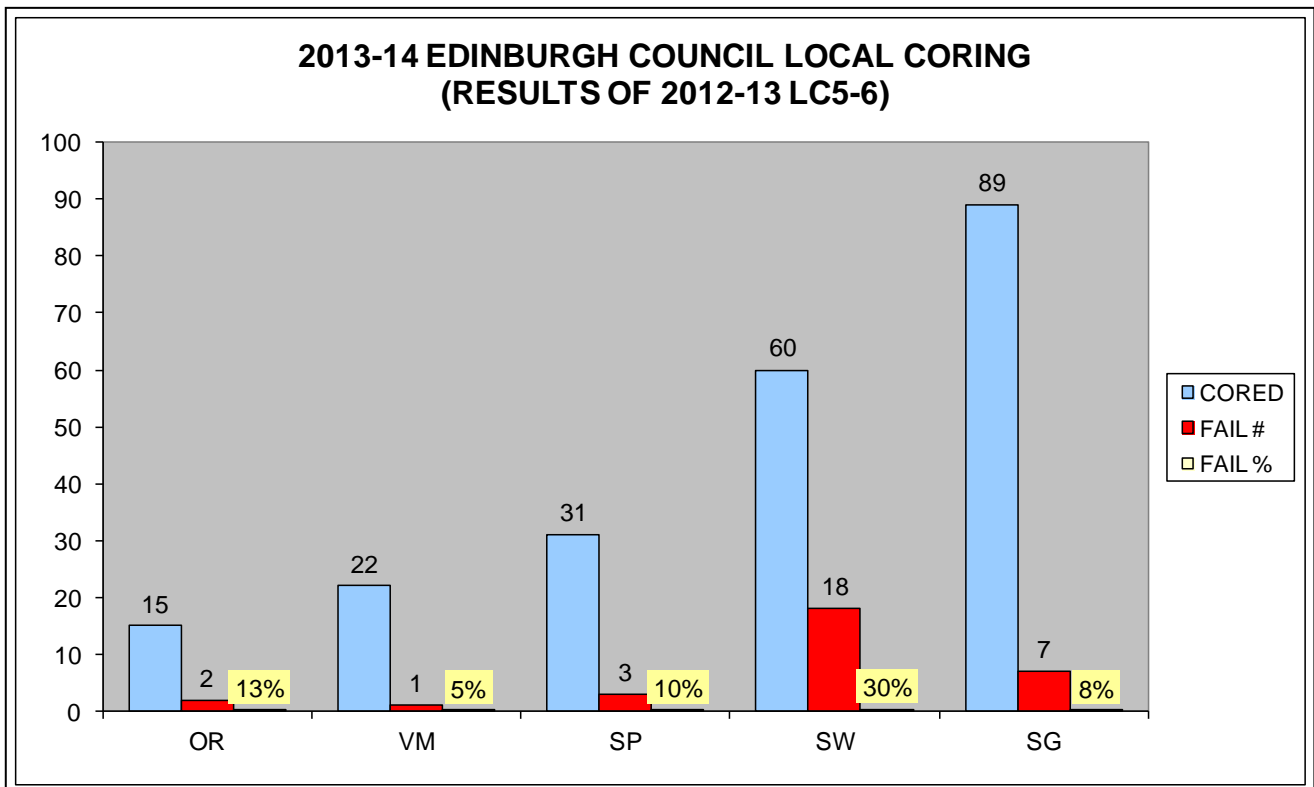


Graph 2

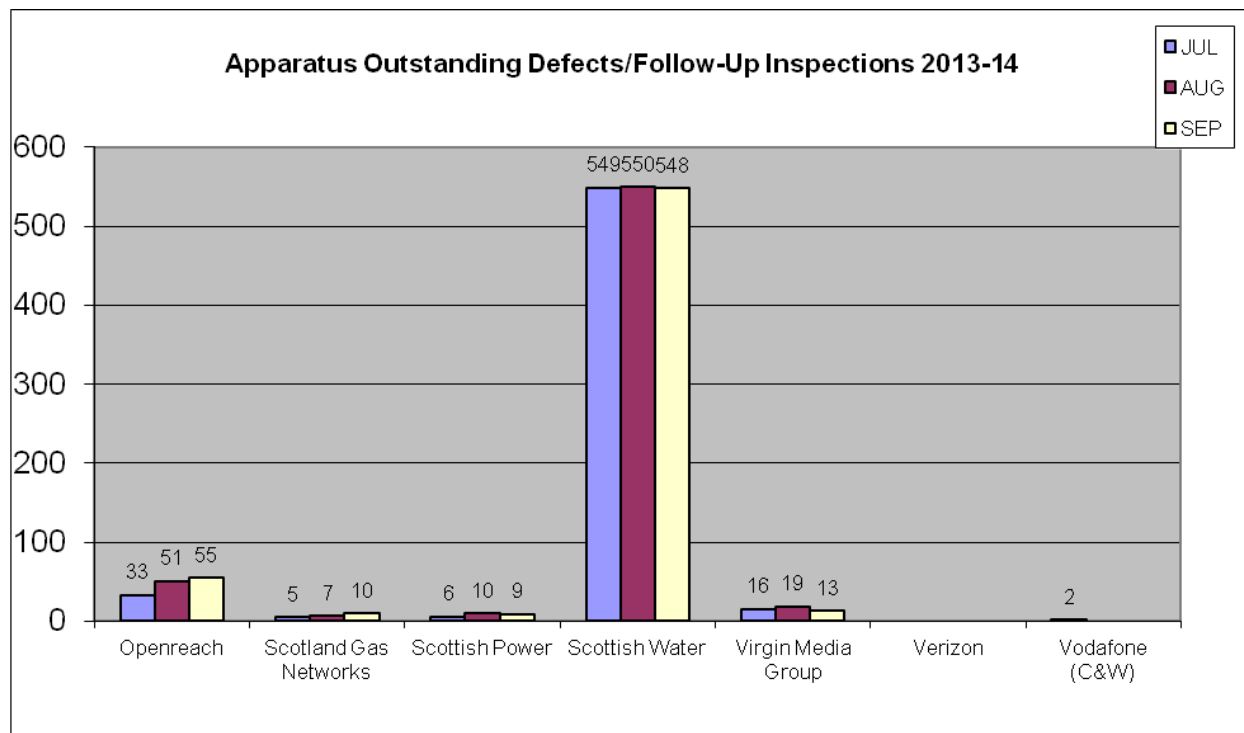


Appendix A

Graph 3

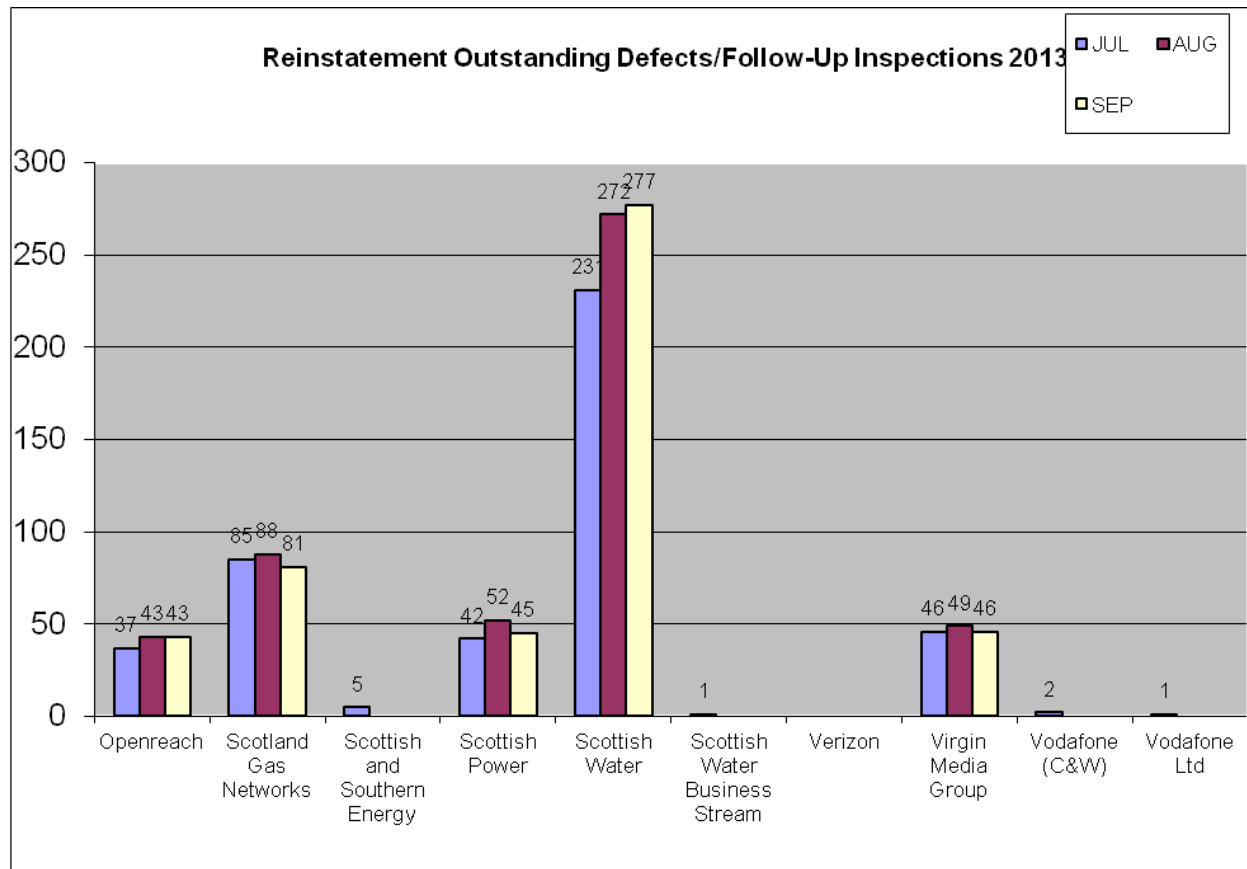


Graph 4



Appendix A

Graph 5



Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

Sustainable Scotland Network Conference 2013

Item number	8.12
Report number	
Wards	City Wide

Links

Coalition pledges [P50](#), [P51](#)
Council outcomes CO18
Single Outcome Agreement

Carol Campbell

Head of Legal, Risk and Compliance

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Executive summary

Sustainable Scotland Network Conference 2013

Summary

This report outlines Council representation at the Sustainable Scotland Network Conference 2013 on 7 November 2013. The theme of the Conference is “Realising the Value of a Sustainable Scotland” and will profile examples of public sector leadership and action that simultaneously deliver positive outcomes for the economy, society and the environment.

Recommendation

Due to the need to confirm arrangements for attendance at the Scotland Network Conference 2013, the Director of Services for Communities in consultation with the Convener of the Transport and Environment Committee has approved attendance by Councillor Burgess under the urgency provisions set out at paragraph 3.1 of the Committee Terms of Reference. The Committee is asked to note the action taken.

Measures of success

- Raise city’s profile.
- Promote Edinburgh’s expertise.
- Learn from others’ good practice.
- Strengthen links with other stakeholders and find new partners.

Financial impact

The cost of attendance is £108. As the event is being held in Edinburgh travel costs will be negligible and there will be no accommodation costs involved.

The cost for elected member’s attendance will be met from the performance strategy and policy budget 2013/14.

Equalities impact

There are no equalities impacts arising from attendance at this conference.

Sustainability impact

Travel arrangements will be made in accordance with the Council’s Sustainable Travel Plan.

Consultation and engagement

Attendance at the Sustainable Scotland Network Conference provides the Council with a channel for engaging with various key stakeholders including local and nationally elected members on climate change, sustainable procurement and sustainable development.

Background reading / external references

Sustainable Scotland Network website:

<http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/>

Sustainable Scotland Network Conference 2013 website:

<http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/events/ssn-conference-2013/>

Sustainable Scotland Network Conference 2013

1. Background

- 1.1 This report outlines Council representation at the Sustainable Scotland Network (SSN) Conference in Edinburgh on 7 November 2013.
- 1.2 The SSN supports public sector action on sustainable development, including programmes on climate change and sustainable procurement. SSN is now widening its support to sustainability practitioners and advocates from throughout the public sector.

2. Main report

- 2.1 The SSN Conference is the annual event of the association that aims to encourage and enhance greater and more effective collaboration between local authorities and the wider public sector.
- 2.2 The Conference will provide delegates with a platform to exchange knowledge, experiences and issues through a variety of policy forums and working groups, projects and events.
- 2.3 The SSN is active in supporting public sector action on sustainable development, including programmes on climate change and sustainable procurement.
- 2.4 The theme of the conference is “Realising the Value of a Sustainable Scotland” and will address the question ‘How can the public sector help realise the value of a sustainable Scotland.’
- 2.5 Council representation at the Conference will provide opportunities to:
 - share experience and good practice with other public sector agencies;
 - promote the city and the expertise available in Edinburgh;
 - strengthen links with other public sector agencies for development and joint activities around sustainability.

3. Recommendations

- 3.1 It is recommended that the Committee notes the arrangements for Councillor Burgess to attend the Sustainable Scotland Network Conference in Edinburgh on 7 November 2013.

Carol Campbell

Links

Coalition pledges [P50](#), [P51](#)

Council outcomes CO18

**Single Outcome
Agreement**

Appendices None

Transport and Environment Committee

10.00am, Tuesday 29 October 2013

Study Visit to Copenhagen on Integrated Sustainable City Solutions

Item number	8.13
Report number	
Wards	City Wide

Links

Coalition pledges	P50 , P51
Council outcomes	CO18
Single Outcome Agreement	

Carol Campbell

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Executive summary

Study Visit to Copenhagen on Integrated Sustainable City Solutions

Summary

The Council had received an invitation from the Confederation of Danish Industry via the Scottish Cities Alliance to participate in a study tour on integrated sustainable city solutions in Copenhagen from 19-20 September 2013.

Due to the need to confirm arrangements for attendance at the study visit, the Director of Corporate Governance, in consultation with the Leader and Deputy Leader of the Council, approved the attendance of Councillor Orr.

Recommendation

To note the action taken by the Director of Corporate Governance, in consultation with the Leader and Deputy Leader of the Council, to approve the attendance of Councillor Orr under the urgency provisions set out in paragraph 3.1 of the Committee Terms of Reference and Delegated Functions.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

Costs for elected member's attendance were met by the event organiser with the exception of return flights between Edinburgh and Copenhagen amounting to £334 which were met from the Corporate Governance Carbon, Climate and Sustainability budget for 2013/14.

Equalities impact

There are no equalities impacts arising from attendance on this study tour.

Sustainability impact

Travel arrangements were made in accordance with the Council's Sustainable Travel Plan.

Consultation and engagement

Not applicable.

Background reading / external references

Not applicable.

Links

Scottish Cities Alliance

www.scottishcities.org.uk

Scottish Council for Development and Industry

www.scdi.org.uk

Confederation of Danish Industry

www.di.dk/English/Pages/English.aspx

Coalition pledges	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020 P51 - Investigate the possible introduction of low emission zones
Council outcomes	CO18 - Green – We reduce the local environmental impact of our consumption and production
Single Outcome Agreement Appendices	