

Transport and Environment Committee

14 January 2014

Zero Waste: Edinburgh and Midlothian Residual Waste Treatment Progress Report

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| Item number | 7.11 |
| Report number | |
| Wards | City wide |

Links

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| Coalition pledges | P49 , P50 |
| Council outcomes | C07 , C08 |
| Single Outcome Agreement | SO1 , S04 |

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Executive summary

Zero Waste: Edinburgh and Midlothian Residual Waste Treatment Progress Report

Summary

The procurement of residual waste treatment facilities as part of the Zero Waste Project has now progressed to the point at which it is in the final stages of dialogue with the bidders.

The overall project objective in the Residual Waste Business Case is to procure a long-term residual waste treatment contract that meets the needs of the partner Councils and is clearly demonstrated to be affordable and deliverable.

This report asks the Council to reconfirm its commitment to the Zero Waste Project and its objectives. It confirms that the business case for the residual waste treatment facility is still sound and that there is a high confidence that the final tenders will enable a preferred bidder to be identified that can meet the needs of the Partner Councils and provides a solution that is affordable and represents value for money.

Recommendations

It is recommended that the Council:

1. Note the progress in procuring residual waste treatment facilities.
2. Note that a Memorandum of Understanding between The City of Edinburgh Council and Midlothian Council has been concluded.
3. Note that there is a high level of confidence, that final tenders will provide a solution that meets the Partner Council's requirements, is value for money and affordable.
4. Reconfirms its commitment to the Zero Waste Project and its objectives.
5. Note that a further report will be provided to the Council later this year recommending the appointment of a preferred bidder.

Measures of success

That the Council is provided with a Residual Waste Treatment Contract that secures value for money over a 25 year period commencing at the end of 2017, ahead of the forthcoming ban on the disposal of biodegradable waste to landfill.

Financial impact

As the procurement is currently undergoing competitive dialogue the financial impact of the report is not currently quantifiable; however there is a high level of confidence that final tenders will provide a solution that meets the Partner Councils' requirements, is value for money and affordable. The financial impact will be quantified as part of the request to appoint Preferred Bidder.

Equalities impact

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

Sustainability impact

The residual waste contract will have numerous positive environmental benefits as part of the move towards the more sustainable management of waste including: a significant reduction in the volume of waste disposed of to landfill with associated reductions in greenhouse gases; the recovery of marketable recyclables; and the creation of renewable energy from residual waste.

A number of jobs will also be created at the Project site, both during construction of the facility and throughout the operation of the residual waste treatment contract.

Consultation and engagement

A Cross-Party Cross-Council Group, set up to receive regular reports on the Zero Waste Project, last met on 26 April 2013 and will have met again on 2 December 2013.

In producing this report the following parties have been consulted:

- The Partner Councils' Zero Waste Project Board;
- Finance and Legal Officers; and
- Corporate Programmes Office

Background reading / external references

Background reading/external references

- [Zero Waste: Edinburgh and Midlothian – Power Purchase – The City of Edinburgh Council, 30 May 2013](#)
- [Zero Waste: Edinburgh and Midlothian – Capital Contributions – The City of Edinburgh Council – 14 March 2013](#)
- [Zero Waste: Edinburgh and Midlothian – Award of Food Waste Treatment Contract – The City of Edinburgh Council 13 December 2012](#)
- [Zero Waste: Edinburgh and Midlothian – update to the Transport, Infrastructure and Environment Committee, 21 February 2012](#)
- [Zero Waste: Edinburgh and Midlothian Commencement of Procurement – The City of Edinburgh Council, 14 October 2010](#)
- [Zero Waste: Edinburgh and Midlothian Commencement of Procurement – Transport, Infrastructure and Environment Committee, 21 September 2010](#)
- [Zero Waste Project – Progress Report – The City of Edinburgh Council, 15 October 2009](#)
- [Zero Waste Project – Progress Report – Transport, Infrastructure and Environment Committee, 22 September 2009](#)

Zero Waste: Edinburgh and Midlothian Residual Waste Treatment Progress Report

1. Background

- 1.1 On 15 October 2009, The City of Edinburgh Council approved the Project Initiation Document for the Zero Waste Project. This included the governance arrangements, procurement budget and the joint purchase of the Millerhill site in Midlothian.
- 1.2 The overall aim of 'Zero Waste: Edinburgh and Midlothian' was:
- To procure a long term waste treatment contract that will enhance household waste recycling levels and will recover value from residual waste that has not otherwise been recovered or recycled;
 - To ensure that the treatment of residual waste, when combined with the source-segregated activities, is sufficient to enable the two Partner Councils to meet their targets for landfill diversion and contribute to their recycling obligations; and
 - To contribute to the Councils' shared vision of a zero waste future.
- 1.3 The Residual Waste Treatment Procurement commenced on 21 December 2011 with four bidders being shortlisted. After initial dialogue with bidders, the Project Board agreed to invite bidders to submit detailed tenders by 1 July 2013.
- 1.4 Bidders were asked to produce proposals to carry out the primary treatment at the Millerhill site. The primary treatment includes reception of residual waste, extraction of recyclable material and production of a Solid Recovered Fuel (SRF) from the non-recyclable waste.
- 1.5 Bidders have the option of providing the secondary treatment either by building an energy from waste plant on the Millerhill Site or alternatively sending the SRF to be used elsewhere via an off-take contract. In either case, electricity will be generated from the consumption of SRF arising from the treatment of the Partner Councils' residual waste.
- 1.6 On 14 March 2013 the Council agreed, subject to the agreement of Midlothian Council;
- a) to offer to the bidders a capital contribution to be injected when the plant is fully commissioned with a year's track record of service delivery and not to exceed 30% of the cost of the asset or assets constructed at the project site (providing said assets revert to Partner Council ownership at the end of the concession);

- b) to delegate to the Director of Services for Communities and the Director of Corporate Governance in consultation with the Convener and Vice-Convener of the Finance and Budget Committee, the authority to decide at the point of selection of Detailed Tenders. This will be in accordance with the established evaluation criteria of the Zero Waste Project, if the injection of public capital represents the optimal value for money solution and to pursue said injection, including entering into a suitable legal agreement with Midlothian Council should that be the case.

Following agreement by Midlothian Council this offer was included in the Invitation to Submit Detailed Tender (ISDT).

The capital contribution that was offered is effectively a lump sum paid to the contractor for 30% of the construction costs of any facility built at the Millerhill site provided that asset returns to the Councils at the end of the contract period.

- 1.7 On 30 May 2013 the Council agreed, subject to Midlothian Council reaching a similar agreement, to offer to jointly purchase electricity produced by the contractor up to a maximum of 90,000MWH per annum at a nominated price for a period of 10 years from the commencement of services. Following agreement by Midlothian Council this offer was included in the ISDT.
- 1.8 The ISDT was issued on 3 June 2013 requesting tenders by 1 July 2013.
- 1.9 Project Assurance is carried out by the Scottish Futures Trust at key stages in the Project on behalf of the Project Board. In addition the City of Edinburgh Council's Corporate Programmes Office (CPO) carried out a review in April 2013. This Council report addresses a number of the recommendations arising from the review.
- 1.10 The procurement of residual waste treatment facilities is part of the overall Zero Waste: Edinburgh and Midlothian programme which also includes the separate procurement project for the treatment of food waste. A contract for the food waste treatment facilities was signed with Alana Renewable Energy in February 2013. This food waste contract was recognised as the first collaborative joint Council waste treatment contract in Scotland and the Partner Councils are now progressing well with the second such contract.
- 1.11 A number of other procurement activities are ongoing to support the Zero Waste Project and the wider Zero Waste Parc vision. Steady progress is being made by the Councils to provide first time utilities (electricity, drinking water, foul and surface water drainage) at the site, and as part of a new road access, a new bridge to be built over the Borders Rail has been incorporated in the Borders Rail contract.

2. Main report

Procurement Business Case Review

- 2.1 Following receipt of Detailed Tenders on 1 July 2013 the Procurement Business Case has been reviewed and noted by the Joint Project Board.
- 2.2 The Project Board subsequently agreed to invite the following two bidders to participate in further dialogue:
 - FCC Medio Ambiente SA
 - Viridor Waste Management Ltd
- 2.3 In order to maintain the necessary competitive tension in procurement and to preserve commercially sensitive bidder information, it is not possible to include the full detail of the Business Case in this report at this sensitive stage. It is therefore not appropriate to confirm bidders' positions on key areas such as use of capital contributions from the Councils, whether they have accepted the Partner Councils' offer to purchase electricity or indeed whether they propose to site an energy from waste plant at the Project site.
- 2.4 The final stages of dialogue are ongoing and expected to be concluded in January 2014 prior to calling for final tenders.

The Business Case

- 2.5 The original justification for commencing this Project in 2009 was that, unless the Partner Councils could in coming years guarantee to divert sufficient waste from landfill, they would incur punitive fines and incur high landfill tax charges for sending quantities of Biodegradable Municipal Waste ("BMW") to landfill in excess of the escalating Landfill Allowance Scheme (LAS) and EU landfill diversion targets.
- 2.6 Since then, the Scottish Government has published its Zero Waste Plan in 2010, a Policy Statement in 2011 and the Waste (Scotland) Regulations 2012. These all impose more demanding recycling and landfill diversion targets on the Councils, including a complete ban on the disposal of biodegradable waste to landfill from 1 January 2021. These have only served to increase the need for dedicated residual waste treatment facilities as an alternative to landfill disposal rather than relying on trying to secure short term treatment availability elsewhere at an affordable price.
- 2.7 The Business Case Review considered by the Joint Project Board in September 2013 concluded that:
 - The residual waste treatment project remains financially viable;
 - The balance of risk remains well understood and within the Councils' appetite; and
 - The procurement programme is robust.

- 2.8 Two bidders remain in the competition; both of whom are believed to be capable of providing in their final tender a solution that meets the Councils' requirements and is affordable.

Governance Arrangements

- 2.9 The Zero Waste Project being a joint Council procurement benefits from a robust set of governance and project assurance arrangements and these were considered as part of the Corporate Programmes Office (CPO) assurance review in April 2013.
- 2.10 The Project Board has accepted a number of recommendations from the CPO assurance review including recommending that the appointment of the preferred bidder should be referred to the Councils for agreement. At the stage of appointment of preferred bidder the final proposed solution is known and in accordance with procurement rules only clarification and fine tuning of the proposal is permitted ahead of financial/contract close. It was therefore felt appropriate and in line with other major projects that this decision be taken by Council.

Memorandum of Understanding

- 2.11 A review by the CPO highlighted that there was a need to seek a more formal commitment to the residual waste procurement from the Partner Councils. Similar recommendations had been made by the Scottish Futures Trust who work in partnership with the project team and board.
- 2.12 The Project Board agreed to progress a Memorandum of Understanding (MoU) between the Councils setting out the respective roles and responsibilities of the Partner Councils during the procurement stage of the project. This has now been finalised and signed by both Councils' Heads of Service.
- 2.13 The MoU runs from the date of signing until financial close when a further Inter Authority Agreement ("IAA"), similar to that of the Food Waste Treatment Contract, will be entered into by the Councils to govern the contractual phase.
- 2.14 The MOU, unlike the IAA, which will be contractual in nature, is more able to reflect the partnership working of the Councils during procurement.
- 2.15 The MoU addresses the following matters:
- Agreed objectives of both Councils in regard to completion of the procurement.
 - Appointment of The City of Edinburgh Council as Lead Authority for the procurement.

- Governance will be in accordance with the previously agreed Procurement Phase Project Management and Governance Arrangements document signed by the Councils in February 2011.
- The MoU details matters that are reserved for the decision of each Council and matters that may be decided by the Project Director or the Project Board.
- It provides a framework for managing the project through to contract signature. The Councils will require to approve the appointment of the preferred bidder but authority is delegated to the Zero Waste Project Team to manage the procurement and dialogue with bidders up to this stage.
- The Zero Waste Project Team will inform the Project Board, and be guided by the Project Board, who shall oversee and co-ordinate the Procurement Milestones.
- Dispute Resolution provisions ensure the interests of both Councils are protected.
- The MoU does not fetter either Council in the carrying out of their statutory duties.
- All procurement costs, other than Land Acquisition and road/utilities, are split between the Councils on a 70/30 CEC/MC basis. Land acquisition and roads/utilities costs are split 80/20.
- Early Termination.
- A mechanism is provided to deal with the possibility that either or both Councils decide to withdraw from the procurement. Should both decide to withdraw, then provision is made for a sharing of liabilities and costs to the date of termination on the proportions as set out in the MoU. Should one Council wish to continue with the procurement on its own, then provision is also made for this with an undertaking that sufficient land will be made available at Millerhill.
- The MoU also confirms both Councils' commitment to enter into an Inter-Authority Agreement regulating their respective rights and obligations during the operational phase of the Project.

Affordability

- 2.16 The Project Board has communicated its expectation that the procurement should deliver a final solution which demonstrates greater value for money when compared to alternative treatment arrangements and is affordable.
- 2.17 On 21 September 2010 the Transport Infrastructure and Environment Committee were advised of a number of procurement and contract options that had been identified as being appropriate for comparison. The contract options considered and their assessment is provided at Appendix 1. While a private sector Design, Build, Finance, Operate Contract (DBFO) was identified as the preferred option the procurement has in the main remained flexible such that alternative structures proposed by bidders could have been considered.

- 2.18 Extensive modelling has also been carried out to address the Project Board's expectation. The conclusion that a solution sourced via DBFO Public-Private Partnership offers the greater potential for value for money than alternative arrangements. Confidence is high that it is within each bidder's capacity to satisfy the Partner Councils requirements. The Project Team continues to work closely with the bidders on their detailed proposals through further dialogue to identify opportunities for greater value for money.
- 2.19 It is important to recognise that value for money encompasses both the price of the contract and the added benefits arising from the adoption of such a solution. This includes long term security for waste treatment and the appropriate transfer of risk to the private sector partner. As such, the procurement is not solely focussed on deriving the cheapest solution possible.
- 2.20 The affordability of the solution procured under the Zero Waste Project is dependent on the unit price per tonne and the volume of waste delivered. The latter of these is outwith the scope of control of the procurement, therefore the relevant driver is the unit price. The base case financial model constructed for the procurement generated a price per tonne which would, under the current projected tonnages available to the project, be contained within existing budgets without the need for additional resources.
- 2.21 The base case unit price is therefore critical in assessing the affordability of the bids submitted by the private sector entities bidding for the contract. As dialogue is underway with the bidders at this time the prices which they are presenting are in flux, with finalisation expected when final tenders are submitted in January. The Zero Waste Team will report the outcome of the final tender as part of the appointment of Preferred Bidder.
- 2.22 However, there is a risk that an increased volume of residual waste would have to be treated through the Zero Waste contract if the level of recycling achieved by the Councils at the kerbside and recycling centres was less than that modelled. This risk is not unique to the Zero Waste Project but, if realised, would require existing budgets to be supplemented in addition to any increase that may at some future point be necessitated by indexation. For this reason there remains a clear determined focus on increasing recycling levels throughout the City.

Risk Management

- 2.23 The Project Team manages an issue log and risk log which accords with good project management practice. Key risks being controlled include ensuring that the new road access and utilities are provided to the contractor by set dates.
- 2.24 The draft Project Agreements (Contracts) are constructed to take account of risk and how it is shared between the Partner Councils and the successful

Contractor. In general, risk is shared or held by the party best placed to manage the risk.

2.25 There are no new risks arising from the recommendation.

Procurement Plan

2.26 The Residual Waste procurement plan has the following key target dates:

| | |
|---------------------------------|-------------------|
| Call for Final Tenders | January 2014 |
| Appointment of Preferred Bidder | May 2014 |
| Contract Close | From October 2014 |

This timetable will be kept under review and adjusted if necessary depending on progress with further dialogue and readiness for calling for final tenders.

Conclusion

2.27 The residual waste procurement is proceeding well and there is a high level of confidence that final tenders will provide a solution that meets the Partner Councils' requirements, is value for money and affordable.

3. Recommendations

3.1 It is recommended that the Council:

1. Note the progress in procuring residual waste treatment facilities.
2. Note that a Memorandum of Understanding between The City of Edinburgh Council and Midlothian Council has been concluded.
3. Note that there is a high level of confidence, that final tenders will provide a solution that meets the Partner Council's requirements, is value for money and affordable.
4. Reconfirms its commitment to the Zero Waste Project and its objectives.
5. Note that a further report will be provided to the Council later this year recommending the appointment of a preferred bidder.

Links

Coalition pledges P49 - Continue to increase recycling levels across the city and reducing the

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| | proportion of waste going to landfill. |
| | P50 - Meet greenhouse gas targets, including the national target of 42% by 2020. |
| Council outcomes | CO7 - Edinburgh draws new investment in development and regeneration. CO8 - Edinburgh's economy creates and sustains job opportunities. |
| 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 | 1 - Residual Treatment Contract Options |

Mark Turley

Director of Services for Communities

APPENDIX 1

Residual Treatment Contract Options Considered

On 21 September 2010 the Transport Infrastructure and Environment Committee were advised of the following contract options that had been identified as being appropriate for comparison:

- Private sector designs and builds with the Councils paying for the asset on completion then operating the facility (DB);
- Private sector designs, builds then operates under a long term contract, with the Councils paying for the asset on completion and for the services as provided (DBO);
- Private sector designs, builds, finances (using corporate or third party finance) and operates under a long term contract with the Councils paying for the services and finance on a monthly basis following completion of the asset (DBFO);
- Councils pay a gate fee for spare capacity in merchant plant(s) on a short term contract (circa 5 years).

These options were then assessed against a list of criteria. Totals were out of 500 with the higher scores representing favoured options.

Residual Waste Options

| Criteria | Weightings | DB | DBO | DBFO | Merchant |
|--|------------|----|-----|------|----------|
| Time to Procure | 15 | 60 | 45 | 30 | 60 |
| Capital Impacts | 15 | 15 | 15 | 75 | 45 |
| Revenue Impacts/Transport | 15 | 45 | 45 | 60 | 75 |
| Contractual Arrangement/ Operational Control | 15 | 75 | 45 | 60 | 15 |
| ZWP Policy Compliance | 10 | 50 | 50 | 50 | 30 |
| Community Benefits/Economic Regeneration | 9 | 45 | 45 | 45 | 9 |
| Risk Transfer | 6 | 6 | 12 | 30 | 18 |
| Site Usage/Asset Reversion/Condition on Expiry | 6 | 12 | 24 | 24 | 6 |

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|--|------------|------------|------------|------------|------------|
| Cost to Procurement/Complexity | 3 | 12 | 6 | 9 | 15 |
| Market Capacity and Competition | 3 | 12 | 6 | 15 | 3 |
| Flexibility to Accommodate and Costs of Change | 3 | 9 | 12 | 15 | 3 |
| Totals | 100 | 341 | 305 | 413 | 279 |

As can be seen from the tables:

- Merchant capacity scored comparatively poorly, mainly due to the lack of Council ownership/control of the facilities, the lack of future consented sites of sufficient capacity in the area and the loss of opportunity for community benefit/economic regeneration. It was considered that merchant facilities afford Councils limited control over proximity, technology or specification exposing them to greater risks;
- DB and DBO also scored comparatively poorly, mainly due to the high capital impact in both cases;
- A further factor contributing to the lower score for the DB option was risk transfer as once the facility is complete, the Councils will be responsible for operation, maintenance and defects once the liability period of the DB contractor expires;
- Further factors contributing to the lower score for the DBO option were risk transfer (as there is no third party funder carrying out due diligence or incentivising compliant performance), contractual arrangements (as standard form waste contract is based on a full DBFO option) and procurement complexity (as DBO is not a commonly used solution, and may involve the entering into by the Councils of two separate contracts with two entities);
- As the Councils have an identified need on a continuing ongoing basis this lends itself to DBFO, which scored best in comparison to other contract options for both long-term food and residual waste treatment;

Transport and Environment Committee

10.00am, Tuesday 14 January 2014

George Street Trial - Festival Layout

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|---------------|------------------|
| Item number | 7.12 |
| Report number | |
| Wards | 11 – City Centre |

Links

| | |
|--------------------------|---|
| Coalition pledges | P24 , P28 and P31 |
| Council outcomes | CO19 and CO20 |
| Single Outcome Agreement | SO1 and SO4 |

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Executive summary

George Street Trial - Festival Layout

Summary

On 29 October 2013, the Transport and Environment Committee approved a 12 month trial which includes the introduction of a one way traffic system in George Street. It is proposed that the new layout is implemented in spring 2014.

Throughout the 12 month trial period Edinburgh will play host to summer and winter festivals, which in recent years have focused increasing amounts of activity on the George Street area.

A report to the Corporate Policy and Strategy Committee on 5 November 2013, presented findings from the review of Events Governance. A further report is due in February 2014 which will propose a revised application and approval process for all events held in the city.

This report sets out a number of options for the layout of George Street during the August festival period in 2014. The options are intended to take into account the balance of activities and users of the street during this period, the festival experience of recent years and the introduction of tram passenger services to the City Centre area. These have created competing objectives for the area and it is important that these are balanced as far as possible.

Recommendations

It is recommended that the Transport and Environment Committee:

- 1 delegates authority to the Director of Services for Communities, in consultation with the Director of Corporate Governance, relevant Convenors, Vice Convenors, the Festival and Events Champion, opposition spokespeople and local ward members, to take the decision on the layout of George Street during the August festival in 2014; and
- 2 notes that the future use of George Street for festival activities will be reviewed at the end of 2014 following the summer festival, the running of tram passenger services as well as the introduction of the Council's revised approach to governance and approval of events.

Measures of success

Maintaining support for world-famous festivals and events held in the City Centre.

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

Financial Impact

The cost for implementing the layout and infrastructure for the festival activities will be met by the event promoters.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the project and throughout the implementation of the trial.

Sustainability impact

The delivery of improvements in the City Centre will help improve pedestrian and cycling activity in the area. Sustainability impacts, including traffic movement will be assessed as part of the evaluation of the trial project including the impact of festival activities.

Consultation and engagement

Stakeholder engagement will continue during the development of the detailed design for the 12 month trial including the festival proposal. This will include Essential Edinburgh, Lothian Buses and event promoters as well as the Council's Events team.

Background reading/external references

[Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#)

[Building a Vision for the City Centre- Consultation Outcome, Transport and Environment Committee, 29 October 2013](#)

[Festivals and Events Core Programme for 2013/14, Culture and Sport Committee, 12 March 2013](#)

[Review of Events Governance, Corporate Policy and Strategy Committee, 5 November 2013](#)

George Street Trial - Festival Layout

1. Background

- 1.1 Consultation on proposed changes to Princes Street and George Street took place during March and April 2013. The outcome of the consultation was reported to this Committee on the 29 October 2013, resulting in the following trial changes being agreed for 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.

2. Main Report

Design development

- 2.1 The detailed design for the trial is under development and will adhere to the design principles outlined above. In order to assist with planning, implementation and traffic management arrangements for the street, it is proposed that a layout is agreed for the summer festival period. It is also recognised that using the additional space in George Street will require a comprehensive management plan which puts in place different activities, possibly on a seasonal basis.
- 2.2 The design for the 12 month trial will be similar to the one way arrangement that was in place during the month of August 2013. This involved the operation of George Street west bound only between Frederick Street and Charlotte Square and east bound only between Hanover Street and St Andrew Square. This allowed the pavement areas to be extended on the opposite sides of the road to where the one way traffic system was in operation.

- 2.3 Discussions are ongoing with the main bus operators, including Lothian Buses as well as representatives from pedestrian and cycle groups to agree the most appropriate design and monitoring approach for the duration of the trial.

The George Street Festival

- 2.4 The 2013 summer festival provided an opportunity for Essential Edinburgh, in partnership with the City of Edinburgh Council, the Festival, 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 was also the second year that the street played host to the Famous Spiegeltent. During this period the block between Hanover Street and Frederick Street was closed to all traffic to accommodate this iconic festival venue. This was in addition to the one way system that was adopted for the remainder of the street.
- 2.5 An evaluation of the George Street festival was carried out by Essential Edinburgh and the Council, in order to assess the view of businesses and visitors to the street. In summary, the evaluation found a strong preference from the businesses in the area to adopt a similar set up in future years ie three partially pedestrianised blocks and a one fully pedestrianised block housing the “festival hub/Famous Spiegeltent”. Many noted the improved atmosphere along the length of the street. A number of improvements were also suggested including:
- Improved sightlines and pedestrian access across the street;
 - More retailer involvement with on street activities;
 - Improved signs, waste removal and better quality barriers; and
 - Provision of additional cycle parking facilities along George Street.
- 2.6 There is an opportunity to address all of these issues in future years and in general, there is an appetite to continue to grow the role of George Street during the August festival. This should also be considered in the context of the Events Governance Review which is due to report back to Corporate Policy and Strategy Committee in February 2014. This report will set out a revised application and approval process for all events held in the city to improve transparency and consistency in decision making for events in key public spaces.

Buses on George Street

- 2.7 Following service amendments in September 2013, there are now a number of Lothian Bus services that travel along George Street. These changes have been made to reduce traffic congestion on Princes Street. There is however a risk that the congestion on Princes Street continues to worsen and the introduction of tram passenger services to the City Centre area will need to be monitored in this respect. If the block between Hanover Street and Frederick Street was closed for the month of August in 2014, a number of services would have to be diverted back on to Princes Street which would create additional congestion and potential disruption for passengers at this time.
- 2.8 The Council has committed to reduce the overall traffic congestion on Princes Street and will work with Lothian Buses as well as other local and national bus operators to reduce the number of services using Princes Street, particularly where services are not stopping.

Introduction of tram passenger services

- 2.9 The introduction of tram passenger services is planned for May 2014. Whilst the traffic modelling indicates that this should not be problematic for Princes Street, there is a risk of congestion, which will only be measurable following the running of the service. The recent switch of a number of services by Lothian Buses from Princes Street to George Street is intended to reduce this risk.

Cyclists

- 2.10 Improving provision for cyclists into and through the City Centre is a priority for the Council. As part of the Active Travel Action Plan a number of improvements are being progressed. These seek to fill in key gaps in the Family Network/National Cycle Network routes and link the network to key destinations, by April 2014. This will include east to west and north to south links across the City Centre. The Council will continue to work with cycle groups, during the duration of the trial and the festival period, to test solutions and inform longer term improvement and investment.

Options

- 2.11 A number of options for the festival layout of George Street and their main advantages and disadvantages are outlined below:

Option 1

- 2.12 Keep George Street open one way at the Assembly Room block during the August festival period. Half of the street will still be available for the box office and other festival activities and the Speigeltent could be relocated elsewhere, possibly to St Andrew Square.
- 2.13 **Advantages:** This would allow buses, general traffic and cycles to continue to run in an east bound direction and reduce the potential for additional congestion on Princes Street and the City Centre area.

- 2.14 **Disadvantages:** The Famous Speigeltent would have to be relocated away from George Street and there would be a loss of part of this well supported festival hub within this area of the city.

Option 2

- 2.15 The layout for George Street during the August festival remains the same as the previous two years, which would involve closing the Assembly Room block (between Hanover Street and Frederick Street) to all traffic and allowing the Spiegelterrace to locate there.
- 2.16 **Advantages:** This would build on the success of previous years and allow a key festival venue to remain in the centre of George Street, providing a well supported range of entertainment, a marked increase in footfall to the area and a boost for local traders.
- 2.17 **Disadvantages:** Buses would require to be diverted back on to Princes Street, which may lead to increased congestion for this period. There would be no continuous cycle route along George Street.

Option 3

- 2.18 Close George Street between Castle Street and Frederick Street to allow some festival activities to locate there.
- 2.19 **Advantages:** There would be no requirement to divert bus services from the street.
- 2.20 **Disadvantages:** The Famous Spiegelterrace would require to be relocated from outside the Assembly Rooms. This would reduce the ability to run the Assembly Rooms and the Spiegelterrace as a joint operation. There would be no continuous cycle route along George Street.

Conclusion

- 2.21 The introduction of tram passenger services is of paramount importance to the city and this needs to be balanced with opportunities to retain proven, successful events. Further discussion with stakeholders is required in order to come to the most appropriate view on these competing objectives.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
- 3.1.1 delegates authority to the Director of Services for Communities, in consultation with the Director of Corporate Governance, relevant Convenors, Vice Convenors, the Festival and Events Champion, opposition spokespeople and local ward members, to take the decision on the layout of George Street during the August festival in 2014; and
 - 3.1.2 notes that the future use of George Street for festival activities will be reviewed at the end of 2014 following the summer festival, the running of tram passenger services as well as the introduction of the Council's revised approach to governance and approval of events.

Mark Turley

Director of Services for Communities

Links

| | |
|---------------------------------|--|
| Coalition pledges | <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>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> |
| 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> |

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

2013/14 Road and Pavement Capital Investment Update

| | |
|---------------|------|
| Item number | 7.13 |
| 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

2013/14 Road and Pavement Capital Investment Update

Summary

This report provides an update on the progress of the 2013/14 road and pavement capital investment programme.

An additional £12M for 2013/14 for road and pavement investment was approved at the Council's budget meeting on 7 February 2013. This increased the total investment in roads and footways in 2013/14 to £24.5M. This report will provide an update on the agreed expenditure in 2013/14, including an update 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.

Recommendations

It is recommended that the Committee notes this report and the progress in delivering the 2013/14 capital investment programme as detailed in section 2 of this report.

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 design and development of schemes; and
- ensure compliance with the requirements for registering works on the Scottish Road Works Register.

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 has been 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 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 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

Road and Footway Investment – Capital Programme for 2013/14, November 2012

Road and Footway Additional Capital Investment Budget Allocation 2013/14, June 2013

Road and Footway Prioritisation Review 2013

1. Background

- 1.1 At its meeting on 23 November this Committee approved the Road and Footway Investment Capital Programme for 2013/14. Appendix A shows how the £12.5M budget was allocated.
- 1.2 At its meeting on 4 June 2013, this Committee approved the budget allocation for an additional £12M capital investment for roads and footways. Appendix B shows how this additional £12M was allocated.
- 1.3 It was agreed at this Committee's meeting, on 29 October 2013, that a further report would be submitted giving an update on the capital expenditure on roads and footways in 2013/14.

2. Main report

Carriageways & Footways

- 2.1 The largest allocation of funding in 2013/14 is for road and pavement resurfacing works. £9.15M was allocated for road resurfacing works. £5.07M of this total is from the original capital investment and £4.08M from the additional £12M investment. £4.65M was allocated for pavement resurfacing works. £2.9M of this total is from the original capital investment and £1.75M from the additional £12M investment.
- 2.2 Appendix C shows the progress of all the capital road and pavement schemes in 2013/14. From the 152 schemes in the capital programme, 93 have been completed, 22 are in progress and 37 have been programmed to be delivered in quarter 4 of the financial year. Any scheme that is not completed in 2013/14 will be rolled forward and delivered in the first quarter of 2014/15.
- 2.3 A number of reported schemes have been postponed from the 2013/14 programme. Appendix D lists these schemes, details the reason for the postponement and lists the new proposed financial year for completion.

Other Asset Management

- 2.4 An investment of £0.75M was allocated to asset replacement in 2013/14. £0.5M of this total is from the original capital investment and £0.25M from the additional £12M investment. Appendix E shows the streets that have benefited from improvements to the street lighting as a result of the investment in the pavements. Further assessments have to be carried out to determine the schemes in quarter 4.
- 2.5 The first phase of a four year programme to repair the barriers along Calder Road took place in July 2013 at a cost of £0.235M. The sum of £0.25M was allocated in 2013/14.

City Centre Improvements

- 2.6 An allocation of £1M, from the additional £12M investment, was identified to upgrade the Public Realm sections along the route of the on-street Tramline with adjacent complementary pavement reconstruction to enhance the experience of Tram users. Following consultation with businesses and residents in these areas, these works have been deferred in order to have a period of reduced disruption. It is now proposed to carry out these works in 2014/15.

Neighbourhoods

- 2.7 An investment of £30k for each Neighbourhood was allocated, from the original capital investment, to install dropped crossings in 2013/14. Appendix F details dropped crossings undertaken in quarters 1, 2 and 3. Further assessments will be carried out to determine the schemes selected for investment in quarter 4.
- 2.8 An investment of £530k was allocated to Drainage Improvements in 2013/14. £180k of this total is from the original capital investment and £350k from the additional £12M investment. Appendix G details the allocation of the drainage investment in the first three quarters of 2013/14. 313 gullies have been identified as part of the drainage improvements allocation. As at 31 December 2013, 179 of these have been repaired.
- 2.9 An investment of £85k has been allocated to each Partnership, from the original capital investment, to invest in roads, footways and other environmental improvements in their area, in line with locally agreed priorities (NEPs). Appendix H details the progress of the NEPs' allocation in 2013/14. A total of 87 NEPs projects have been identified throughout Edinburgh. From these 87 schemes, 35 have been completed, 6 are in progress and 46 have been programmed to be delivered in quarter 4 of the financial year.

- 2.10 An allocation of £50k per ward, from the additional £12M investment, was identified to be used by each Neighbourhood. The total investment of £0.85M across all 17 wards has allowed the Neighbourhoods to invest in roads and footways, in line with locally agreed priorities. Appendix I details the progress of this allocation throughout all 17 wards. A total of 38 Ward projects have been identified throughout Edinburgh. From these 38 schemes, 10 have been completed, 3 are in progress and 25 have been programmed to be delivered in quarter 4 of the financial year.
- 2.11 An investment of £0.80M, from the additional £12M investment, was allocated for Local Shopping Area Pavements. Appendix J details the progress of this allocation. The Local Neighbourhood teams have taken responsibility for the delivery of these schemes.

Local Carriageway Surface Enhancement

- 2.12 An allocation of £1.8M, from the additional £12M investment, was identified for the Right First Time Surface Enhancement process. The full allocation of £1.8M will be used in 2013/14.

Miscellaneous

- 2.13 An investment of £1.65M was identified for Inspection, Design & Supervision and TTROs. £1.25M of this total is from the original capital investment and £0.40M from the additional £12M investment. This is required to help deliver capital carriageway and footway schemes. The costs have been monitored throughout the year to ensure that it remains on budget.
- 2.14 An allocation of £0.8M, from the original capital investment, was identified for contingencies. This has been used to fund emergency and unforeseen situations that have arisen during the year. Appendix K shows how the contingencies fund has been allocated in the first three quarters of 2013/14.

Other Issues

- 2.15 Approval for the additional £12M capital investment was given in June 2013. Due to the three month registration requirements for the Scottish Roadworks Register, none of the identified schemes could start until September 2013. This means that a large number of the schemes are programmed to be carried out in the winter months. If there are delays in any of the schemes due to severe weather conditions then they will be carried forward to quarter 1 of 2014/15. A re-profiling of the capital budget has already been identified to deal with this issue, should it occur.

3. Recommendations

- 3.1 It is recommended that the Committee notes this report and the progress in delivering the 2013/14 capital investment programme as detailed in section 2 of this report.

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 – Capital Budget Allocation 2013/14 Appendix B – Additional Capital Road and Footway Budget Allocation 2013/14 Appendix C – Carriageway and Footway Schemes 2013/14 Appendix D – Postponed Capital Schemes 2013/14 Appendix E – Asset Replacement Locations 2013/14 Appendix F – Dropped Crossings 2013/14 Appendix G – Drainage Improvements 2013/14 Appendix H – Neighbourhood Environmental Projects 2013/14 Appendix I – Ward Allocation 2013/14 Appendix J – Local Shopping Areas 2013/14 Appendix K – Contingencies 2013/14 |

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

| | 2012/13 | 2013/14 | 2014/15 | 2015/16 |
|-----------|-----------|-------------|---------------|---------------|
| £M | 16 | 13.9 | 15.069 | 15.069 |

Proposed Budget Allocation for 2013/14

| | | | |
|---|-----------|-------|---------------|
| Roads, Footways and Street Lighting Budget | <u>£m</u> | 13.90 | |
| <u>Carriageways & Footways</u> | <u>£m</u> | | |
| Budget for carriageway works | | 4.07 | |
| Budget for Local Roads Thin Overlay | | 1.00 | |
| Budget for footway works | | 2.55 | |
| Budget for Local Footways | | 0.35 | |
| TOTAL | | | -7.97 |
| <u>Street Lighting</u> | <u>£m</u> | | |
| TOTAL | | 1.40 | -1.40 |
| <u>Other Asset Management</u> | | | |
| Asset replacement ¹ | <u>£m</u> | 0.50 | |
| Calder Road Barrier Work | | 0.25 | |
| TOTAL | | | -0.75 |
| <u>Neighbourhoods</u> | <u>£m</u> | | |
| Drop crossings (£30,000 per Neighbourhood Area) | | 0.18 | |
| Drainage improvements (£30,000 per Neighbourhood Area) | | 0.18 | |
| NEP - (£85,000 per Partnership) | | 1.02 | |
| TOTAL | | | -1.38 |
| <u>Miscellaneous</u> | | | |
| Budget for Inspection, Design & Supervision costs, including TTRO's | <u>£m</u> | 1.25 | |
| Contingencies | | 0.80 | |
| Leith Walk | | 0.35 | |
| TOTAL | | | -2.40 |
| TOTAL SPEND | | | -13.90 |

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.

Additional Capital Road and Footway Budget Allocation 2013/14

| | | |
|--|--------------------|---------------|
| Roads, Footways and Street Lighting Budget | <u>£m</u> 12.00 | |
| <u>Carriageways & Footways</u> | <u>£m</u> | |
| Budget for Carriageway Works | 3.08 | |
| Budget for Local Roads Thin Overlay | 1.00 | |
| Budget for Footway Works | 0.85 | |
| Budget for Local Footways | 0.90 | |
| TOTAL | | -5.83 |
| <u>City Centre Improvements</u> | <u>£m</u> | |
| Pavement & Carriageway Resurfacing | 1.00 | |
| TOTAL | | -1.00 |
| <u>Neighbourhoods</u> | <u>£m</u> | |
| Drainage Improvements | 0.35 | |
| Local Shopping Area Pavements | 0.80 | |
| Ward Allocation (17x£50k) | 0.85 | |
| TOTAL | | -2.00 |
| <u>Local Carriageway Surface Enhancement</u> | <u>£m</u> | |
| Carriageway Enhancement Programme | 1.80 | |
| TOTAL | | -1.80 |
| <u>Other Asset Management</u> | <u>£m</u> | |
| Capital Footway Street Lighting Improvement | 0.25 | |
| TOTAL | | -0.25 |
| <u>Miscellaneous</u> | <u>£m</u> | |
| Inspection, Design, Supervision & TTRO's | 0.40 | |
| TOTAL | | -0.40 |
| <u>Cycling Improvements</u> | <u>£m</u> | |
| 6% Allocation | 0.72 | |
| TOTAL | | -0.72 |
| TOTAL SPEND | | -12.00 |

Carriageway and Footway Schemes 2013/14: Progress as at 31/12/13

| City Centre & Leith Neighbourhood | | | | | |
|--|--|-----------------------|-------------|------------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Easter Road | London Road to Regent Road | Carriageway | 11 | City Centre | Complete |
| Castlehill | Full Street | Carriageway | 11 | City Centre | In Progress |
| Chambers Street | 3 Sections | Carriageway | 11 | City Centre | Quarter 4 Start |
| Abbeyhill | Various sections, both sides from Abbey Strand to Abbey Loan | Footway | 11 | City Centre | Complete |
| Bellevue Crescent | West Side | Footway | 11 | City Centre | Complete |
| Calton Road | South Side Weverley Entrance to New Street, North Side at New Street | Footway | 11 | City Centre | Complete |
| Abbeymount | Both Sides | Footway | 11 | City Centre | Complete |
| Lauriston Street | Outside No.23 | Footway | 11 | City Centre | In Progress |
| Gullan's Close | Holyrood Road to o/s No 18 | Footway | 11 | City Centre | Quarter 4 Start |
| Union Street | Both Sides | Footway | 11 | City Centre | Quarter 4 Start |
| Market Street | Both Sides Mound to Waverley Bridge | Footway Flags | 11 | City Centre | Quarter 4 Start |
| Iona Street South | Leith Walk to Buchanan Street | Footway | 12 | Leith Walk | Complete |
| Iona Street North | North Side 17a to 73 | Footway | 12 | Leith Walk | Complete |
| Alva Place | Both Sides | Footway | 12 | Leith Walk | Complete |
| Dunedin Street, | North f/way opp nos 21-22 and South f/way o/s 23-27 - footway | Footway | 12 | Leith Walk | In Progress |
| Broughton Road | West f/w Rodney St to McDonald Rd, East f/w East Claremont St to McDonald Rd | Footway | 12 | Leith Walk | Quarter 4 Start |
| Ferry Road | At Newhaven Road | Footway | 12 | Leith Walk | Quarter 4 Start |
| Albion Terrace | Whole Road | Local Roads Surfacing | 12 | Leith Walk | Complete |
| Lindsay Road Ph3 | No 4 Annfield to no 2 Anchorfield, eastbound side. | Carriageway | 13 | Leith | In Progress |
| Elbe Street | Various Sections | Footway | 13 | Leith | Complete |
| Claremont Road | Both Sides | Footway | 13 | Leith | Complete |
| St Andrew Place | Both Sides | Footway | 13 | Leith | Complete |
| Woodville Terrace | North Side Lochend Road to Ashville Terrace | Footway | 13 | Leith | Complete |
| Ryehill Grove | Both Sides | Footway | 13 | Leith | In Progress |

| East Neighbourhood | | | | | |
|---------------------------|--|-----------------------|-------------|-------------------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Peffermill Road | Westbound Carriageway at Craigmillar Park | Carriageway | 17 | Portobello /Craigentiny | In Progress |
| A1 Musselburgh By-Pass | 350m from The Jewel to the Jewel Roundabout | Carriageway | 17 | Portobello /Craigentiny | Quarter 4 Start |
| Niddrie Mains Road | South Footway Niddrie Farm Road to Craigmillar Castle Av | Footway | 17 | Portobello /Craigentiny | In Progress |
| Beach Lane | Whole Road | Local Roads Surfacing | 17 | Portobello /Craigentiny | Complete |
| Ramsay Place | Whole Road | Local Roads Surfacing | 17 | Portobello /Craigentiny | Complete |
| Mentone Avenue | Whole Road | Local Roads Surfacing | 17 | Portobello /Craigentiny | Complete |

| North Neighbourhood | | | | | |
|----------------------------------|---|-----------------------|------|------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Pennywell Road | Southbound Ferry Road Avenue to Ferry Road | Carriageway | 4 | Forth | Complete |
| Crewe Road North | Pilton Avenue to Boswall Parkway | Carriageway | 4 | Forth | In Progress |
| Pennywell Gardens | Pennywell Medway to Pennywell Rd | Carriageway | 4 | Forth | Quarter 4 Start |
| Starbank Road | Roundabout at Pier Place | Carriageway 60/40 | 4 | Forth | Quarter 4 Start |
| Ferry Road | Opposite Inverleith Gdns (postponed 12/13 Scheme) | Footway | 4 | Forth | Quarter 4 Start |
| Boswall Square | Both Sides | Footway | 4 | Forth | Quarter 4 Start |
| Ferry Road | Ferry Road Craighall Rd to No182 (postponed 12/13 Scheme) | Footway | 4 | Forth | Quarter 4 Start |
| Muirhouse Medway | Muirhouse Park to Greendale Park | Local Roads Surfacing | 4 | Forth | Complete |
| Ferry Road | Service Road Drylaw Place to Groathill Road North | Local Roads Surfacing | 4 | Forth | Complete |
| Ferry Road(SR 664-740) | SR 664-740 | Local Roads Surfacing | 4 | Forth | Complete |
| Cargil Terrace | Whole Road | Local Roads Surfacing | 4 | Forth | Complete |
| Dundas Street, | Henderson Row to Fettes Row | Carriageway | 5 | Inverleith | Quarter 4 Start |
| Hillpark Avenue & Crescent | Both sides, Associated Local Road | Footway | 5 | Inverleith | Complete |
| Collins Place | West Side | Footway | 5 | Inverleith | Complete |
| Colville Place | East Side | Footway | 5 | Inverleith | Complete |
| Bell Place - Glenogle Place side | Both Sides | Footway | 5 | Inverleith | Complete |
| Bedford Street | 20m from Dean Park Street | Footway | 5 | Inverleith | In Progress |
| Queensferry Road | North Side No.91 to Orchard Road | Footway | 5 | Inverleith | In Progress |
| Easter Drylaw Place | Groathill Road North to Easter Drylaw Loan. | Footway | 5 | Inverleith | In Progress |
| Easter Drylaw Place | Easter Drylaw Loan to Easter Drylaw Bank. | Footway | 5 | Inverleith | In Progress |
| Hugh Miller Place | East Side | Footway | 5 | Inverleith | In Progress |
| Rintoul Place | East Side | Footway | 5 | Inverleith | In Progress |
| Belford Avenue | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Blinkbonny Road | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Wester Drylaw Drive | O/s 77-135 | Local Roads Surfacing | 5 | Inverleith | Complete |
| Wester Drylaw Drive - slip | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Wester Drylaw Avenue | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Telford Drive | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Queen's Gardens | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Eildon Street | o/s 24 to 37 | Local Roads Surfacing | 5 | Inverleith | Complete |
| Dean Bank Lane | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Saxe Coburg Place | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |
| Saxe Coburg Street | Whole Road | Local Roads Surfacing | 5 | Inverleith | Complete |

| South Neighbourhood | | | | | |
|--------------------------|---|-----------------------|------|---------------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Comiston Road | Braid Crescent to Greenbank Terrace | Carriageway | 10 | Meadows/Morningside | In Progress |
| Nile Grove | Not suitable for Local Roads | Carriageway | 10 | Meadows/Morningside | Quarter 4 Start |
| Cluny Terrace | Both Sides | Carriageway | 10 | Meadows/Morningside | Quarter 4 Start |
| Lauriston Place | Heriot Terrace to Tollcross | Carriageway | 10 | Meadows/Morningside | Quarter 4 Start |
| Bruntsfield Avenue | West Side | Footway | 10 | Meadows/Morningside | Complete |
| Bruntsfield Gardens | Both Sides | Footway | 10 | Meadows/Morningside | Complete |
| Whitehouse Loan | West Side Thirlestane Road to Strathearn Road | Footway | 10 | Meadows/Morningside | Quarter 4 Start |
| Melville Drive, | Marchmont Road to Argyle Place - south side | Footway | 10 | Meadows/Morningside | Quarter 4 Start |
| Cluny Terrace | Both Sides | Footway | 10 | Meadows/Morningside | Quarter 4 Start |
| Rochester Terrace | Both Sides | Footway Asphalt | 10 | Meadows/Morningside | Quarter 4 Start |
| Ethel Terrace | Whole Road | Local Roads Surfacing | 10 | Meadows/Morningside | Complete |
| Dalhousie Terrace | Whole Road | Local Roads Surfacing | 10 | Meadows/Morningside | Complete |
| Marchmont Rd Beaufort Rd | At Junction | Carriageway | 15 | Southside/Newington | Quarter 4 Start |
| Buccleuch Street | At West Crosscauseway | Carriageway 60/40 | 15 | Southside/Newington | Quarter 4 Start |
| Chapel Street | West Side Crichton St to Buccleuch Pl, East side West Crosscauseway to Buccleuch Pl | Footway | 15 | Southside/Newington | Quarter 4 Start |
| St Leonard's Street | At Parkside Street | Footway | 15 | Southside/Newington | Quarter 4 Start |
| Gladstone Terrace | Both Sides | Footway | 15 | Southside/Newington | Quarter 4 Start |
| Melville Drive | South Side Argyle Place to Hope Park Crescent | Footway | 15 | Southside/Newington | Quarter 4 Start |
| Millerfield Place | Both Sides | Footway | 15 | Southside/Newington | Quarter 4 Start |
| South Gray Street | Whole Road | Local Roads Surfacing | 15 | Southside/Newington | Complete |
| Gilmerton Dykes Street | From Lasswade Road to Burdiehouse Burn | Carriageway | 16 | Liberton/Gilmerton | Quarter 4 Start |
| Moredun Park street | Moredun Parkway to Moredun Park Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Double Hedges Road | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Claverhouse Drive | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Lammermoor Terrace | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Walter Scott Avenue | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Ashton Grove | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |
| Redgauntlet Terrace | Whole Road | Local Roads Surfacing | 16 | Liberton/Gilmerton | Complete |

| South-West Neighbourhood | | | | | |
|----------------------------|--|-----------------------|------|-----------------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Riccarton Mains Road | From 200m south of Heriot Watt RAB southwards | Carriageway | 2 | Pentland Hills | Complete |
| Freelands Road | Freelands Way west for 332m | Carriageway | 2 | Pentland Hills | Complete |
| Lanark Road West | Station Loan to Newmills Road | Carriageway | 2 | Pentland Hills | Complete |
| Long Dalmahoy Road | Haggs Farm to Kaimies Quarry | Carriageway | 2 | Pentland Hills | In Progress |
| Wilkieston Road | Craigpark Avenue to Hallcroft Park | Footway | 2 | Pentland Hills | Quarter 4 Start |
| Thomson Crescent | Whole Road | Local Roads Surfacing | 2 | Pentland Hills | Complete |
| Muir Wood Road | Whole Road | Local Roads Surfacing | 2 | Pentland Hills | Complete |
| Deanpark Bank | Whole Road | Local Roads Surfacing | 2 | Pentland Hills | Complete |
| Broomhouse Drive | Saughton Road to Broomhouse Road | Carriageway | 7 | Sighthill/Gorgie | Complete |
| Broomhouse Road | Roundabout at Broomhouse Drive | Carriageway | 7 | Sighthill/Gorgie | Complete |
| Stenhouse Cross | Roundabout | Carriageway | 7 | Sighthill/Gorgie | In Progress |
| Stenhouse Road | Full length | Carriageway | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Murrayburn Road | Longstone Road to Drumbryden Gardens | Carriageway 40 | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Washington Lane | West Footway | Footway Asphalt | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Parkhead Street | Whole Road | Local Roads Surfacing | 7 | Sighthill/Gorgie | Complete |
| Parkhead Avenue | C/way from Parkhead Loant to Parkhead Pl, then Parkhead Av to Sighthill Av | Local Roads Surfacing | 7 | Sighthill/Gorgie | Complete |
| Redhall Drive | Inglis Green Road to o/s No.33 | Local Roads Surfacing | 7 | Sighthill/Gorgie | Complete |
| Oxgangs Avenue | Whole Street | Carriageway | 8 | Colinton/Fairmilehead | In Progress |
| Comiston Road | Buckstone Road to No.116 | Carriageway | 8 | Colinton/Fairmilehead | Quarter 4 Start |
| Camus Avenue | Both sides o/s 1-25 | Footway | 8 | Colinton/Fairmilehead | Complete |
| Thorburn Grove | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Thorburn Road | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Oxgang's Path | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Buckstone Court | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Oxgangs Drive | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Oxgangs Place | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Oxgangs Gardens | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Woodhall Grove | Whole Road | Local Roads Surfacing | 8 | Colinton/Fairmilehead | Complete |
| Dundee Street | South Side Dundee Terrace to West Approach | Footway | 9 | Fountainbridge/C'hart | Complete |
| Shandon Street | Both sides | Footway | 9 | Fountainbridge/C'hart | Complete |
| Shandon Road | Outside 7-9 | Footway | 9 | Fountainbridge/C'hart | Complete |
| Hutchison Gardens | Outside footway | Footway | 9 | Fountainbridge/C'hart | Complete |
| Allan Park Crescent & Loan | Associated Local Road | Footway | 9 | Fountainbridge/C'hart | In Progress |
| Gorgie Road | South Side at Westfield Road | Footway | 9 | Fountainbridge/C'hart | In Progress |
| Moat Street | Whole Road | Local Roads Surfacing | 9 | Fountainbridge/C'hart | Complete |

| West Neighbourhood | | | | | |
|---------------------------|---|-----------------------|-------------|-----------------------|-----------------|
| STREET | SECTION | TYPE | WARD | WARD NAME | STATUS |
| Queensferry Road | Barnton Junction to o/s 634 | Carriageway | 1 | Almond | Complete |
| Old Liston Road | Newbridge Roundabout to Newbridge Road | Carriageway | 1 | Almond | Complete |
| Hillwood Terrace | 3 Sections | Carriageway | 1 | Almond | In Progress |
| Builyeon Road | A90 to Echline | Carriageway | 1 | Almond | Quarter 4 Start |
| Sommerville Gardens | At Scotstoun Avenue | Footway Asphalt | 1 | Almond | Quarter 4 Start |
| Marshall Road | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Pentland View Road | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Liston Drive | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Carmel Avenue | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Carmel Road | Liston road to Pentland View Road | Local Roads Surfacing | 1 | Almond | Complete |
| Liston Road | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Liston Place | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Manse Road | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Silverknowes Avenue | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| Silverknowes Loan | Whole Road | Local Roads Surfacing | 1 | Almond | Complete |
| South Gyle Crescent Ph3 | South Gyle Crescent Lane to South Gyle Broadway | Carriageway | 3 | DrumBrae/Gyle | Complete |
| Drum Brae Park | 2 No. Cul de sacs | Carriageway | 3 | DrumBrae/Gyle | Complete |
| Dochart Drive | Whole Road | Local Roads Surfacing | 3 | DrumBrae/Gyle | Complete |
| Craigmount Grove | Whole Road | Local Roads Surfacing | 3 | DrumBrae/Gyle | Complete |
| North Gyle Terrace | Maybury Road to North Gyle Grove | Local Roads Surfacing | 3 | DrumBrae/Gyle | Complete |
| North Gyle Farm Court | Whole Road | Local Roads Surfacing | 3 | DrumBrae/Gyle | Complete |
| North Gyle Farm Lane | Whole Road | Local Roads Surfacing | 3 | DrumBrae/Gyle | Complete |
| Ravelston Dykes | At Murrayfield Road | Carriageway | 6 | Costorphine/Murrayf'd | Complete |
| Corstorphine Road | Westbound Carriageway No.37 to Murrayfield Road | Carriageway | 6 | Costorphine/Murrayf'd | Quarter 4 Start |
| Forrester Road | Associated Local Road Both Sides | Footway | 6 | Costorphine/Murrayf'd | In Progress |
| Succhoth Gardens | Both Sides | Footway | 6 | Costorphine/Murrayf'd | Quarter 4 Start |

Summary

| | |
|-------------------------------|-----|
| Total Number of schemes: | 152 |
| Number of schemes Complete: | 93 |
| Number of schemes in progress | 22 |
| Number of quarter 4 schemes | 37 |

Postponed Capital Schemes 2013/14

| Ward | Street | Type | Reason For Postponement | Estimated Year For Completion |
|------|-------------------------|-----------------------|---|-------------------------------|
| 11 | King's Stables Road | Footway | To form part of larger Public Realm scheme | Not Yet Known |
| 9 | Fountainbridge | Carriageway | Development Work at Fountainbridge and Viewforth | 2014/15 |
| 11 | Haymarket Terrace | Carriageway | Delay to Scottish Water works | 2014/15 |
| 6 | Riversdale Crescent | Footway | Reprogrammed to align with flood prevention works | 2014/15 |
| 9 | Shandon Road | Local Roads Surfacing | Scottish Water emergency works | 2014/15 |
| 9 | Shandon Street | Local Roads Surfacing | Scottish Water emergency works | 2014/15 |
| 9 | Shandon Terrace | Local Roads Surfacing | Scottish Water emergency works | 2014/15 |
| 1 | Hawthorn Bank | Local Roads Surfacing | Unable to carry out Local Roads Process. To be re-prioritised | >3 Years |
| 2 | Deanpark Place | Local Roads Surfacing | Gas works | 2014/15 |
| 9 | Allan Park Crescent | Local Roads Surfacing | Gas works | 2014/15 |
| 9 | Allan Park Road | Local Roads Surfacing | Gas works | 2014/15 |
| 5 | Hillpark Avenue/Gardens | Local Roads Surfacing | Gas works | 2014/15 |
| 2 | Marchbank Place | Local Roads Surfacing | To be added to Marchbank Drive scheme in 2014/15 | 2014/15 |
| 12 | Albion Road Ph1 | Local Roads Surfacing | Unable to carry out Local Roads Process. To be re-prioritised | >3 Years |

Asset Replacement Locations 2013/14

| Location | Type |
|---------------------------------------|-------------------------|
| Blacket Place | Lighting Column Renewal |
| Whitehouse Loan | Lighting Column Renewal |
| Newbattle Terrace | Lighting Column Renewal |
| Dean Path - Phase 1 | Lighting Column Renewal |
| Craiglea Drive | Lighting Column Renewal |
| Ettrick Road | Lighting Column Renewal |
| Fountainbridge / Gardner's Crescent | Lighting Column Renewal |
| Camus Avenue | Lighting Column Renewal |
| Alva Place | Lighting Column Renewal |
| Hutchison Gardens | Lighting Column Renewal |
| Claremont Road | Lighting Column Renewal |
| St Andrew Place / Laurie Street | Lighting Column Renewal |
| Dundee Street | Lighting Column Renewal |
| Abbeyhill | Lighting Column Renewal |
| Calton Road | Lighting Column Renewal |
| Bellevue Crescent | Lighting Column Renewal |
| Iona Street | Lighting Column Renewal |
| Bruntsfield Ave / Bruntsfield Gardens | Lighting Column Renewal |
| Boswall Square | Lighting Column Renewal |
| Pennywell Gardens | Lighting Column Renewal |
| Forrester Road | Lighting Column Renewal |
| Shandon Street / Shandon Road | Lighting Column Renewal |
| Hillpark Avenue | Lighting Column Renewal |
| Easter Drylaw Place | Lighting Column Renewal |
| Queensferry Rd at Queensferry Terrace | Lighting Column Renewal |
| Ladywell Road / Dunsmuir Court | Lighting Column Renewal |
| Ferry Road at Newhaven Road | Lighting Column Renewal |
| Lanark Road West | Centre Island Lighting |
| Gorgie Road | Lighting Column Renewal |
| Stenhouse Cross | Roundabout Lighting |

Dropped Crossings 2013/14: Progress as at 31/12/13

| City Centre Neighbourhood |
|----------------------------------|
| Powderhall |
| Leith Street |
| Morrison Street |
| Palmerston Place |
| Rutland Street |
| Stafford Street |
| Broughton Street Lane |
| Newhaven Road |
| West Tollcross |
| Forth Street |
| Hart Street |
| Thistle Street |
| Trafalgar Street |
| Pitt Lane |
| Timberbush |
| Cables Wynd |
| Seafield Road |
| Restalrig Park |
| Duke Street |
| Gordon Street |

| East Neighbourhood |
|---------------------------|
| Northfield Broadway |
| Portobello Road |
| Mountcastle Crescent |
| South Mellis Park |
| Willowbrae Road |
| Abercorn Road |
| Abercorn Crescent |
| Ulster Drive |
| Ulster Crescent |
| Paisley Drive |

| North Neighbourhood |
|---------------------------------|
| Ferry Road (various locations) |
| Orchard Brae at Flora Stevenson |
| Marine Drive |
| Warriston Drive |
| Buckingham Terrace |
| Clark Place |

| South Neighbourhood |
|----------------------------|
| Burdiehouse Street |
| Gilmerton Dykes Place |
| Yewlands Gardens |
| Gilmerton Dykes Road |
| Hazelwood Grove |
| Ferniehill Street |
| Ferniehill Drive |
| Gracemount Square |

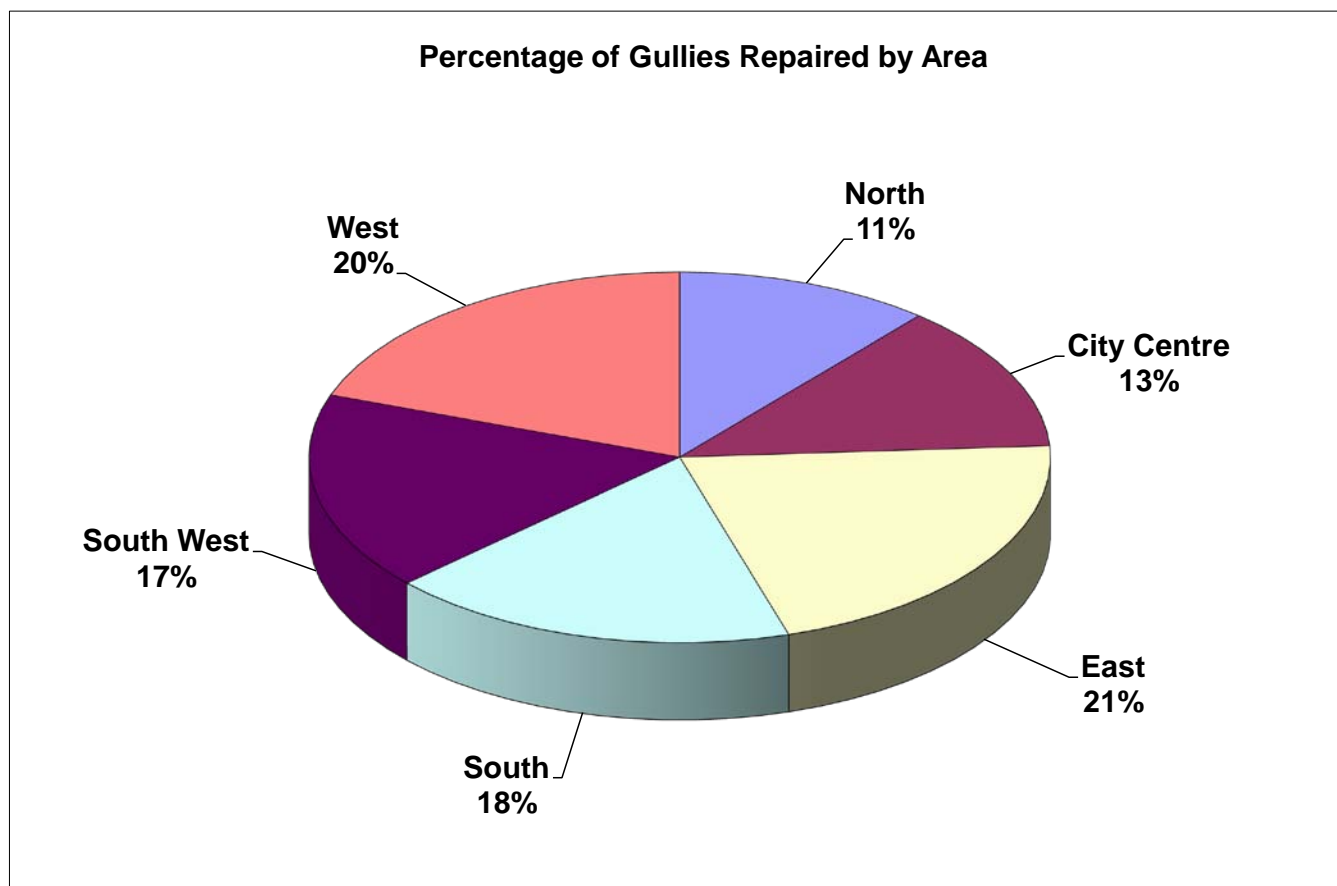
| South-West Neighbourhood |
|---------------------------------|
| North Street, Ratho |
| Calder Grove |
| Kingsknowe Court |
| Lanark Road |
| Harrison Road |
| School Wynd, Ratho |
| Lanark Rod West |
| Saughton Mains Street |
| Whitston Grove |
| Broomhouse Bank |
| Saughton Mains Terrace |
| Cutlins Road |
| Bankhead Drive |
| Bankhead Crossway North |
| Bankhead Avenue |
| Broomhouse Drive |
| Balgreen Road |

| West Neighbourhood |
|---------------------------|
| Hopetoun Road |
| Ladywell Road |
| Broomhouse Road |
| Drum Brae Drive |

Drainage Improvements 2013/14: Progress as at 31/12/13

| Area Statistical Information | | | | | | | |
|------------------------------|---------------------------------------|-----|---|-----|--|-----|---|
| Area | Total No. of Gullies Repaired by Area | | Total No. of Outstanding Gullies to be Repaired | | Total No. of Gullies Cleared by Jet Vactor | | Total No. of Gullies by Area in Capital Programme |
| North | 20 | 80% | 5 | 20% | 0 | 0% | 25 |
| City Centre | 23 | 58% | 17 | 43% | 2 | 5% | 40 |
| East | 38 | 61% | 24 | 39% | 16 | 26% | 62 |
| South | 32 | 43% | 42 | 57% | 14 | 19% | 74 |
| South West | 31 | 51% | 30 | 49% | 21 | 34% | 61 |
| West | 35 | 69% | 16 | 31% | 8 | 16% | 51 |
| Totals | 179 | 57% | 134 | 43% | 61 | 19% | 313 |

Total No. of Gullies in 2013/14 Programme: 313



Neighbourhood Environmental Projects 2013/14: Progress as at 31/12/13

| City Centre & Leith Neighbourhood | | | | |
|--|--------------------------------------|-------------|----------------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Thistle Street | Footway and Carriageway Improvements | 11 | City Centre | Quarter 4 Start |
| Kings Stables Road | Junction Improvements | 11 | City Centre | Quarter 4 Start |
| High School Yards | Stair Improvements | 11 | City Centre | Quarter 4 Start |
| Primrose & Burns Street | Footway Improvements | 13 | Leith | Complete |
| Portland Place | Footway Improvements | 13 | Leith | Complete |
| Leith Primary | Footway and Carriageway Improvements | 13 | Leith | Quarter 4 Start |

| East Neighbourhood | | | | |
|------------------------------|--|-------------|----------------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Portobello Road/Craig Avenue | Road Junction Improvement | 14 | Craigentiny/Dudd'n | In Progress |
| Lower London Road | Junction re-alignment & f/way crossings | 14 | Craigentiny/Dudd'n | Complete |
| Northfield Area | New Handrails on footway inclines | 14 | Craigentiny/Dudd'n | Complete |
| Northfield Broadway | New signs & road markings | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Portobello Road | New road markings at Morrison's junction | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Marionville/Dalgety Avenue | Refuge island | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Portobello Road | New puffin crossing | 14 | Craigentiny/Dudd'n | Complete |
| Marionville/Dalgety Avenue | Installation of Zebra crossing | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Duddingston Primary School | Upgrade footway at entrance | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Craigentiny Marbles | Upgrade surface | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Northfield Area | Upgrade parking & hard landscape areas | 14 | Craigentiny/Dudd'n | Quarter 4 Start |
| Coillesdene Housing complex | Footway resurfacing | 17 | Craigmillar/Portobello | Complete |
| Niddrie House | Upgrade footway & lighting | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Hay Avenue | New footway link | 17 | Craigmillar/Portobello | Complete |
| Craigmillar Castle | New footway link | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Brunstane Station | Road markings | 17 | Craigmillar/Portobello | Complete |
| Joppa Plaza | Upgrade to seating area | 17 | Craigmillar/Portobello | Complete |
| Niddrie Mill Avenue | Upgrade fencing & bollards | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Niddrie Mill Avenue | Upgrade footway & lighting | 17 | Craigmillar/Portobello | Quarter 4 Start |
| The Prom | Footway markers | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Abercorn Road near church | New puffin crossing | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Milton Road | New Yellow box junction | 17 | Craigmillar/Portobello | Quarter 4 Start |
| Bingham Path | Renew footway | 17 | Craigmillar/Portobello | Quarter 4 Start |

| North Neighbourhood | | | | |
|----------------------------|-------------------------|-------------|----------------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Silverknowes Path | Footway Reconstruction | 4 | Inverleith | Complete |
| Inchmickery Court | Car Park Construction | 4 | Inverleith | Complete |
| Haugh Street | Footway Improvements | 5 | Forth | Quarter 4 Start |
| Craigeith Avenue Crescent | Carriageway Resurfacing | 5 | Forth | Complete |

| South Neighbourhood | | | | |
|-----------------------------------|---|------|---------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Canaan Lane | Footway Resurfacing (2 sections) | 10 | South Central | Quarter 4 Start |
| Comiston Road | Carriageway Reconstruction | 15 | South Central | In Progress |
| Morningside Park | Carriageway Resurfacing | 15 | South Central | Complete |
| Dumbiedykes Road | Kerblines and verge alteration. Carriageway Resurfacing | 15 | South Central | In Progress |
| Dinmont Drive | Kerb Realignment | 16 | Liberton Gilmerton | In Progress |
| Ferniehill Drive | Car Park Improvements | 16 | Liberton Gilmerton | Complete |
| Ravenscroft Street | Parking Layby Improvements | 16 | Liberton Gilmerton | Quarter 4 Start |
| Lasswade Road at Gracemount House | Footway Link Improvement | 16 | Liberton Gilmerton | In Progress |
| Inch Park | New Footway | 16 | Liberton Gilmerton | Complete |
| Balmwell Terrace | Renew footway surfacing at pensioners cottages | 16 | Liberton Gilmerton | Quarter 4 Start |
| Little Road/Gracemount Avenue | Carriageway Resurfacing | 16 | Liberton Gilmerton | c/f 2014/15 |
| St Katherine's Loan | Footway Resurfacing | 16 | Liberton Gilmerton | Quarter 4 Start |
| Ferniehill Drive | New Central Pedestrian Island | 16 | Liberton/Gilmerton | c/f 2014/15 |

| South-West Neighbourhood | | | | |
|------------------------------|--|------|---------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Deanpark Crescent | Improve drainage | 2 | Pentlands | Complete |
| Corslet Road | Speed humps, improve gullies | 2 | Pentlands | Complete |
| Johnsburn Roundabout | Resurface and upgrade | 2 | Pentlands | Quarter 4 Start |
| Hallcroft Close | Footpath improvement | 2 | Pentlands | Complete |
| Riccarton Avenue | Improve drainage | 2 | Pentlands | Complete |
| Westburn | Ponding under bridge, improve drainage | 2 | Pentlands | Quarter 4 Start |
| Bridge Road | Footway improvement | 8 | Pentlands | Complete |
| Oxgangs Farm | New hand rail for footpath | 8 | Pentlands | Complete |
| Colinton Mains Park | Widen entrance, collapsible bollards | 8 | Pentlands | Complete |
| Pentland Community Centre | Footpath improvement | 8 | Pentlands | Complete |
| Fairmilehead Park | Footway improvement | 8 | Pentlands | Complete |
| Howe & Tryst Park | Improve drainage | 8 | Pentlands | Complete |
| Redford Road | Create crossing point, refuge island | 8 | Pentlands | Complete |
| Stenhouse Place East | Park improvements | 7 | South West | Quarter 4 Start |
| Murrayburn Road | Pedestrian safety | 7 | South West | Quarter 4 Start |
| Saughton Mains Drive | Speed reduction measures | 7 | South West | Quarter 4 Start |
| Saughton Road | Parking improvements | 7 | South West | Complete |
| Henderson Terrace, ph1 | Footway improvement | 7 | South West | Complete |
| Henderson Terrace, ph2 | Footway improvement | 7 | South West | Quarter 4 Start |
| Longstone Road | Disabled ramp and platform | 7 | South West | Quarter 4 Start |
| Murrayburn roundabout | Improvements to roundabout | 7 | South West | Quarter 4 Start |
| Ashley Terrace, ph1 | Footway improvement | 9 | South West | Quarter 4 Start |
| Ashley Terrace, ph2 | Footway improvement | 9 | South West | Quarter 4 Start |
| Paties Road | Car park resurfacing | 9 | South West | Quarter 4 Start |
| Colinton Road/Slateford Road | Bus stop improvements | 9 | South West | In Progress |
| Slateford Road | Footway improvement - asphalt | 9 | South West | Complete |
| Slateford Road | Footway improvement - flagging | 9 | South West | Quarter 4 Start |
| Harrison Park | Pedestrian access improvements | 9 | South West | Complete |
| Ashley Terrace | Guardrail replacement with visirail | 9 | South West | Complete |

| West Neighbourhood | | | | |
|--------------------------------|----------------------------|-------------|----------------------------------|-----------------|
| STREET | DESCRIPTION | WARD | NEIGHBOURHOOD PARTNERSHIP | STATUS |
| Hopetoun Road, South Q'ferry | Footway improvement | 1 | Almond | Complete |
| Barnton Shops | Footway Improvement | 1 | Almond | Quarter 4 Start |
| Bowling Green, Kirkliston | Footway improvement | 1 | Almond | Quarter 4 Start |
| Kirkliston - Queensferry Road | Footway improvement | 1 | Almond | Quarter 4 Start |
| Silverknowes roundabout | Upgrade | 1 | Almond | Quarter 4 Start |
| Caddells Row car park | Upgrade | 1 | Almond | Quarter 4 Start |
| Silverknowes/Cramond promenade | Minor surface repairs | 1 | Almond | Quarter 4 Start |
| Kirk Loan | Corstorphine Kirk lighting | 6 | Western | Quarter 4 Start |
| Ladywell Road | FW design | 6 | Western | Quarter 4 Start |
| Balgreen Road | Grassed island improvement | 6 | Western | Complete |
| Roseburn Terrace | Footway improvements | 6 | Western | Complete |
| Drum/Brae/Rannoch | Footway improvements | 6 | Western | Complete |

Summary

| | |
|-------------------------------|----|
| Total Number of schemes: | 87 |
| Number of schemes Complete: | 35 |
| Number of schemes in progress | 6 |
| Number of quarter 4 schemes | 46 |

Ward Allocation 2013/14: Progress as at 31/12/13

| City Centre & Leith Neighbourhood | | | | |
|--|-----------------------------|-------------|------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Heriot Bridge | Footway Improvements | 11 | City Centre | Quarter 4 Start |
| Abbey Street | Footway Improvements | 11 | City Centre | Quarter 4 Start |
| Inchkeith Court | Footway Improvements | 12 | Leith Walk | Complete |
| Montgomery Street | Footway Improvements | 12 | Leith Walk | Complete |
| Claremont Court | Footway Improvements | 12 | Leith Walk | Quarter 4 Start |
| Nicholfield | Stair and Ramp Inspallation | 13 | Leith | Quarter 4 Start |
| Carpet Lane | Footway Improvements | 13 | Leith | Quarter 4 Start |

| East Neighbourhood | | | | |
|---------------------------|----------------------|-------------|--------------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Restalrig Road South | Footway Improvements | 14 | Portobello /Craigentinny | Complete |
| Meadowfield Terrace | Footway Improvements | 14 | Portobello /Craigentinny | Quarter 4 Start |
| Magdalene Drive | Footway Improvements | 17 | Portobello /Craigentinny | Complete |
| Newcraighall | Footway Improvements | 17 | Portobello /Craigentinny | Quarter 4 Start |

| North Neighbourhood | | | | |
|----------------------------|------------------------|-------------|------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Crewe Bank | Footway Reconstruction | 4 | Forth | Quarter 4 Start |
| Russell Place | Footway Reconstruction | 4 | Forth | Complete |
| West Granton Road | Footway Reconstruction | 4 | Forth | Complete |
| Deanhaugh Street | Footway Reconstruction | 5 | Inverleith | Quarter 4 Start |
| Rodney Street | Footway Reconstruction | 5 | Inverleith | Quarter 4 Start |
| Strachan Road | Footway Reconstruction | 5 | Inverleith | Quarter 4 Start |
| Craigcrook Terrace | Footway Reconstruction | 5 | Inverleith | Quarter 4 Start |

| South Neighbourhood | | | | |
|----------------------------|---|-------------|---------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Craighouse Road | Excavate defective carriageway and resurface | 10 | Meadows/Morningside | Quarter 4 Start |
| St Patrick Square | Replace PCC flags with new Caithness stone flags | 15 | Southside/Newington | Quarter 4 Start |
| Walter Scott Avenue | Renew flagged area at frontage of shopping parade | 16 | Liberton/Gilmerton | Quarter 4 Start |

| South-West Neighbourhood | | | | |
|---------------------------------|-----------------------|-------------|-----------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Lanark Road | Resurface Footway | 2 | Pentland Hills | Complete |
| Riccarton Crescent | Resurface Footway | 2 | Pentland Hills | Complete |
| Calder Road - Service Road | Resurface Footway | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Parkhead Street | Resurface Footway | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Parkhead Avenue | Resurface Footway | 7 | Sighthill/Gorgie | Quarter 4 Start |
| Swanston Road | Construct New Footway | 8 | Colinton/Fairmilehead | Complete |
| Buckstone Road | Resurface Footway | 8 | Colinton/Fairmilehead | Quarter 4 Start |
| Oxgangs Path | Resurface Footway | 8 | Colinton/Fairmilehead | Quarter 4 Start |
| West Camus Road | Resurface Footway | 8 | Colinton/Fairmilehead | In Progress |
| Locharton Avenue | Resurface Footway | 9 | Fountainbridge/C'hart | Quarter 4 Start |

| West Neighbourhood | | | | |
|------------------------------|---|-------------|-----------------------|-----------------|
| STREET | DESCRIPTION | WARD | WARD NAME | STATUS |
| Queensferry Road, Kirkliston | Footway Improvements | 1 | Almond | Quarter 4 Start |
| John Mason Court | Footway Improvements | 1 | Almond | Quarter 4 Start |
| Drum Brae Drive | Local Road and Footway Improvements | 3 | DrumBrae/Gyle | Complete |
| Drum Brae at Glasgow Road | Roundabout Improvements | 3 | DrumBrae/Gyle | Quarter 4 Start |
| Templeland Road | At Murrayfield Road | 6 | Costorphine/Murrayf'd | Quarter 4 Start |
| Carrick Knowe Parkway | Westbound Carriageway No.37 to Murrayfield Road | 6 | Costorphine/Murrayf'd | In Progress |
| Kirk Loan at St Johns Road | Associated Local Road Both Sides | 6 | Costorphine/Murrayf'd | In Progress |

Summary

| | |
|-------------------------------|----|
| Total Number of schemes: | 38 |
| Number of schemes Complete: | 10 |
| Number of schemes in progress | 3 |
| Number of quarter 4 schemes | 25 |

Local Shopping Areas 2013/14

| STREET | LOCATION | NEIGHBOURHOOD | WARD | WARD NAME | STATUS |
|-----------------------------------|------------------------------------|----------------------|-------------|-----------------------|-----------------|
| Northfield Broadway | No 82-100 | East | 14 | Craigentiny/Dudd'n | In Progress |
| Montagu Terrace | From Ferry Road to Royston Terrace | North | 5 | Inverleith | Quarter 4 Start |
| St Stephens Street | Full Length | North | 5 | Inverleith | Quarter 4 Start |
| Balgreen Road/Saughtonhall Avenue | Co-Op | West | 6 | Costorphine/Murrayf'd | Quarter 4 Start |
| Oxgangs Road North | Co-Op | South-West | 8 | Colinton/Fairmilehead | In Progress |
| Rannoch Terrace | Full Length | West | 3 | Drum Brae/Gyle | In Progress |

Contingencies 2013/14: Progress as at 31/12/13

| Scheme | Estimated Cost | Notes |
|-----------------------------|-----------------------|--|
| Testing and coring | £ 40,000.00 | Capital carriageway preparation |
| Damage | £ 1,562.64 | |
| 12/13 Material Costs | £ 2,421.72 | |
| April Surfacing | £ 26,215.23 | RFT Surface Enhancement large area |
| Rose Street | £ 250,000.00 | In conjunction with developer contribution |
| Footway at Huxleys West End | £ 81,330.00 | Tram de-scoping works |
| East Fettes Drainage | £ 488.77 | Carry over from 2012/13 |
| West Maitland Street Works | £ 25,312.25 | Post Tram works |
| Market Street Surfacing | £ 100,000.00 | In conjunction with Waverley Bridge Works |
| Blair Street Footways | £ 100,000.00 | In conjunction with public realm requirements for Soco development |
| | £ 627,330.61 | |

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Review of George IV Bridge to King's Buildings Cycle Route

| | |
|---------------|--|
| Item number | 7.14 |
| Report number | |
| Wards | 11 - City Centre 15 - Southside/Newington |

Links

| | |
|--------------------------|--|
| Coalition pledges | P45 |
| Council outcomes | CO4 , CO9 , CO10 , CO19 , CO22 |
| Single Outcome Agreement | SO4 |

Mark Turley

Director of Services for Communities

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Executive summary

Review of George IV Bridge to King's Buildings Cycle Route

Summary

The George IV Bridge to King's Buildings cycle route scheme was implemented in 2012, delivering a range of walking and cycling improvements along a 4km route linking the city centre with the University of Edinburgh's King's Buildings campus.

The Transport, Infrastructure and Environment Committee of 9 February 2010 instructed that a review of the scheme be carried out one year after its implementation. This report provides the results of that review.

Recommendations

It is recommended that the Committee:

- 1 notes the results of the review of the scheme; and
- 2 discharges the outstanding remit from the Committee of 9 February 2010.

Measures of success

76% of respondents within the Spokes Members Survey believed that improved cycling infrastructure has been delivered along the route.

The scheme has also delivered benefits for public transport users through the introduction of new bus lanes on George IV Bridge, Potterrow and Melville Drive, while better facilities for pedestrians have been provided with a number of improved crossing points, most notably at the Mayfield Road/West Mains Road/Esslemont Road junction for those accessing the University of Edinburgh's King's Building campus.

Financial impact

The costs of implementing the George IV Bridge to King's Buildings cycle route were met from the block funding allocation for Cycling Improvements within the 2012/13 and 2013/14 Transport Capital Investment Programmes. This was supplemented with external funding received from Sustrans.

Equalities impact

Improved pedestrian crossing points throughout the route include tactile paving and dropped kerbs and should impact positively on equality of opportunity for mobility impaired pedestrians.

No impacts upon discrimination, harassment or victimisation or the duty to foster good relations have been identified, nor have infringements of any rights.

Sustainability impact

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

Improved facilities for cyclists and pedestrians should contribute to reducing carbon emissions and increasing the city's resilience to climate change threats.

It is considered that there are no impacts on social justice arising from implementation of the scheme.

Consultation and engagement

Following the development of a preliminary design for the George IV Bridge to King's Buildings scheme, non-statutory consultation was carried out on the initial proposals in November and December 2010. The results of this consultation were reported to the Committee on 8 February 2011.

A formal statutory consultation was also required for the Traffic Regulation Order necessary to deliver the scheme. The draft Order was advertised in September 2011, and the results of this consultation were reported to the Committee on 29 November 2011.

Council Officers have also undertaken discussions with local businesses on Ratcliffe Terrace and Mayfield Road following the scheme's implementation to ensure that concerns over the provision of loading/unloading facilities at these locations were addressed. A statutory consultation will be carried out in January 2014 as part of a separate Traffic Regulation Order process to resolve these loading/unloading difficulties.

Local members have been consulted on this report reviewing the scheme, no comments or issues have been raised.

Background reading/external references

Appendix 1 – Plan of the George IV Bridge to King's Buildings cycle route

Background Paper – Report to the Transport, Infrastructure and Environment Committee, 24 November 2009, 'George Square to King's Buildings Improvements for Cyclists – Quality Bike Corridor'

http://www.edinburgh.gov.uk/meetings/meeting/2167/transport_infrastructure_and_environment_committee

Background Paper – Report to the Transport, Infrastructure and Environment Committee, 9 February 2010, 'George Square to King's Buildings Improvements for Cyclists – Quality Bike Corridor (Motion by Councillor Perry)'

http://www.edinburgh.gov.uk/meetings/meeting/1981/transport_infrastructure_and_environment_committee

Background Paper – Report to the Transport, Infrastructure and Environment Committee, 8 February 2011, 'George IV Bridge to King's Buildings Quality Bike Corridor – Public Consultation'

http://www.edinburgh.gov.uk/meetings/meeting/2353/transport_infrastructure_and_environment_committee

Background Paper – Report to the Transport, Infrastructure and Environment Committee, 29 November 2011, 'George IV Bridge to King's Buildings Quality Bike Corridor – Objections to TRO (TRO/11/35)'

http://www.edinburgh.gov.uk/meetings/meeting/2591/transport_infrastructure_and_environment_committee

Review of George IV Bridge to King's Buildings Cycle Route

1. Background

- 1.1 The George IV Bridge to King's Buildings cycle route scheme was implemented in 2012, delivering a range of walking and cycling improvements along a 4km route linking the city centre with the University of Edinburgh's King's Buildings campus. A plan of the cycle route is appended to this report.
- 1.2 The Transport, Infrastructure and Environment Committee of 9 February 2010 instructed that a review of the scheme be carried out one year after its implementation. This report provides the results of that review.

2. Main report

- 2.1 Issues arising from the scheme since it was delivered in late 2012 have been recorded. Feedback has been received from a variety of sources, including pedestrians, cyclists, residents and local businesses. SPOKES (the Lothian Cycling Campaign), and the University of Edinburgh were both approached for comments as representatives of major user groups.
- 2.2 The main issues which have arisen, are presented in this report.

SPOKES Member Survey

- 2.3 The George IV Bridge to King's Buildings cycle route was included in the SPOKES Members Survey which was carried out in March 2013. This survey sought the views of SPOKES members on a range of cycling issues in Edinburgh. Approximately 140 members responded to the survey.
- 2.4 Of these respondents, 57% had used the George IV Bridge to King's Buildings cycle route. Of these users, half used it less than weekly, just over a third used it at least weekly and the remainder used it most days.

2.5 Respondents were asked if cycling conditions had improved as a result of the scheme, and 86 members replied. The results are tabulated below:

| Post-scheme Cycling Conditions | Percentage |
|---------------------------------------|-------------------|
| A lot better | 10 |
| Somewhat better | 66 |
| The same as before | 22 |
| Worse than before | 1 |
| Total | 100 (n=86) |

Source – Spokes Members Survey (March 2013)

- 2.6 76% of respondents replying to this question thought that there had been an improvement, although in most cases conditions were ‘somewhat better’ rather than ‘a lot better’.
- 2.7 Respondents were also asked for specific comments on the scheme. The main sources of concern were the levels of car parking in cycle lanes along the route and that changes to waiting and loading restrictions did not go far enough.
- 2.8 There were also mixed comments regarding the use of red stone chippings instead of red thermoplastic material to provide coloured surfaces and concerns about the northbound cycle lane at the Missoni Hotel layby on George IV Bridge. A number of respondents also felt that segregated facilities would have been more effective along the route.

Waiting and Loading Restrictions

- 2.9 Significant changes to waiting and loading restrictions along the corridor were introduced as part of the scheme to keep the new cycle lanes and bus lanes clear of parked vehicles throughout the day. However the Council also appreciated that it was important for residents and businesses to have access to parking and loading facilities and sought to address their needs as far as possible while keeping cycle lanes clear of vehicles.
- 2.10 Following implementation of the cycle scheme, a number of local businesses raised concerns over the impact of new waiting and loading restrictions implemented at two locations. These were:
- Ratcliffe Terrace, between Grange Loan and Fountainhall Road; and
 - Mayfield Road, between Mentone Terrace and Savile Terrace.

- 2.11 After undertaking discussions with traders and the Grange Prestonfield Community Council, the restrictions at these locations were reviewed and revised layouts were designed and agreed with local businesses. This provided additional space for loading/unloading to assist local businesses while maintaining cycle facilities at these locations.
- 2.12 Statutory procedures to make the Traffic Regulation Order required to implement the revised layouts at Ratcliffe Terrace and Mayfield Road are underway and will be advertised in January 2014.
- 2.13 In addition, several concerns have been raised by cyclists that use the route regarding illegal parking and loading/unloading in cycle lanes. Concerns have been raised at three key locations along the corridor:
- Buccleuch Street northbound at Buccleuch Terrace.
 - Causewayside at Tesco Express.
 - Ratcliffe Terrace, between Fountainhall Road and Grange Loan (addressed above).
- 2.14 Details of these sites were passed to the Council's parking enforcement contractor, and street visits to these locations have been increased. Comments received about illegal parking along the route will continue to be recorded and fed to the Council's Parking team and parking enforcement contractor.

Road Surfaces

- 2.15 Red chippings (embedded within asphalt) are now used to provide a coloured surfacing within Edinburgh's cycle lanes, and were used within the George IV Bridge to King's Buildings cycle route. However, feedback has been received from SPOKES and other route users that this surfacing does not offer enough colour contrast compared to the red thermoplastic screed material which was previously used in many cycle lanes.
- 2.16 Although red chippings initially offer less visual contrast to the surrounding road than coloured thermoplastic and are more expensive to install, unless this is done as part of planned resurfacing of the whole road, there are a number of advantages in using this type of coloured surfacing. These advantages are:
- considerably longer lifespan than thermoplastic screed;
 - significantly reduced whole life costs;
 - utilities can reinstate excavations with a matching material in a single operation; and

- reduced visual impact makes the use of coloured surfaces possible throughout the city, even in environmentally sensitive locations.

2.17 In addition, a number of comments were received that the condition of the road surface at some localised sections of cycle lane along the route was in a poor condition, particularly around Bank Street/North Bank Street. It was not possible to resurface every cycle lane along the entire corridor as part of the scheme, however the Council are reviewing the locations identified and will prioritise the resurfacing of areas that are in a poor condition.

Lussielaw Road Area

2.18 A number of concerns have been received regarding a perceived increase in traffic on local roads in the Lussielaw Road area resulting from the prohibition of the right turn from Mayfield Road into West Mains Road at the Mayfield Road/West Mains Road/Esslemont Road junction.

2.19 Traffic counts were carried out at the junction during the design process which indicated that a maximum of 30-35 vehicles per hour previously made the right turn movement into West Mains Road during the morning and evening peak periods. Given the very low volume of vehicles and that several alternative routes are available, the impact of displaced traffic is considered to be minimal.

2.20 The Council's Road Safety team will be undertaking monitoring of vehicle speeds on Lussielaw Road in the near future. Should any safety concerns be identified, measures will be considered to address these.

Safety Audit

2.21 As part of the Council's standard procedures for transport schemes, a post construction Road User Safety Audit was carried out on the route by an independent Road Safety Auditor. No significant issues not already identified within this report were raised.

Lessons Learned

2.22 One of the key challenges in delivering a scheme of this type is addressing the differing, and often competing, needs of various stakeholder groups.

2.23 Whilst cyclists have aspirations for kerbside parking to be minimised in order to ensure clear routes or provision of segregated facilities, this is in direct conflict with the needs of residents and local businesses for parking and loading/unloading facilities. There are also competing needs for the allocation of road space in the narrower sections of the route. Finally, monitoring of the scheme has identified some examples of conflict between pedestrians and cyclists at shared use areas introduced as part of the scheme.

2.24 In light of the above, better consideration could have been given at the outset of the project to the branding of the route. This was initially referred to as the 'George IV Bridge to King's Buildings Quality Bike Corridor' which may have led to expectations amongst cyclists that were not subsequently met, given the difficulties identified above.

Ongoing Monitoring

2.25 The Council's Road Safety team routinely monitors road collision data on an ongoing basis and investigates any unusual patterns that are identified. This process will identify and address any recurring safety issues that might arise on the cycle route in the future.

2.26 In addition, the Council's Cycle team are currently developing proposals to measure cycling activity on key routes throughout the city. Once these are implemented it will be possible to monitor the level of use of the George IV Bridge to King's Buildings cycle route on an ongoing basis.

3. Recommendations

3.1 It is recommended that the Committee:

3.1.1 notes the results of the review of the scheme; and

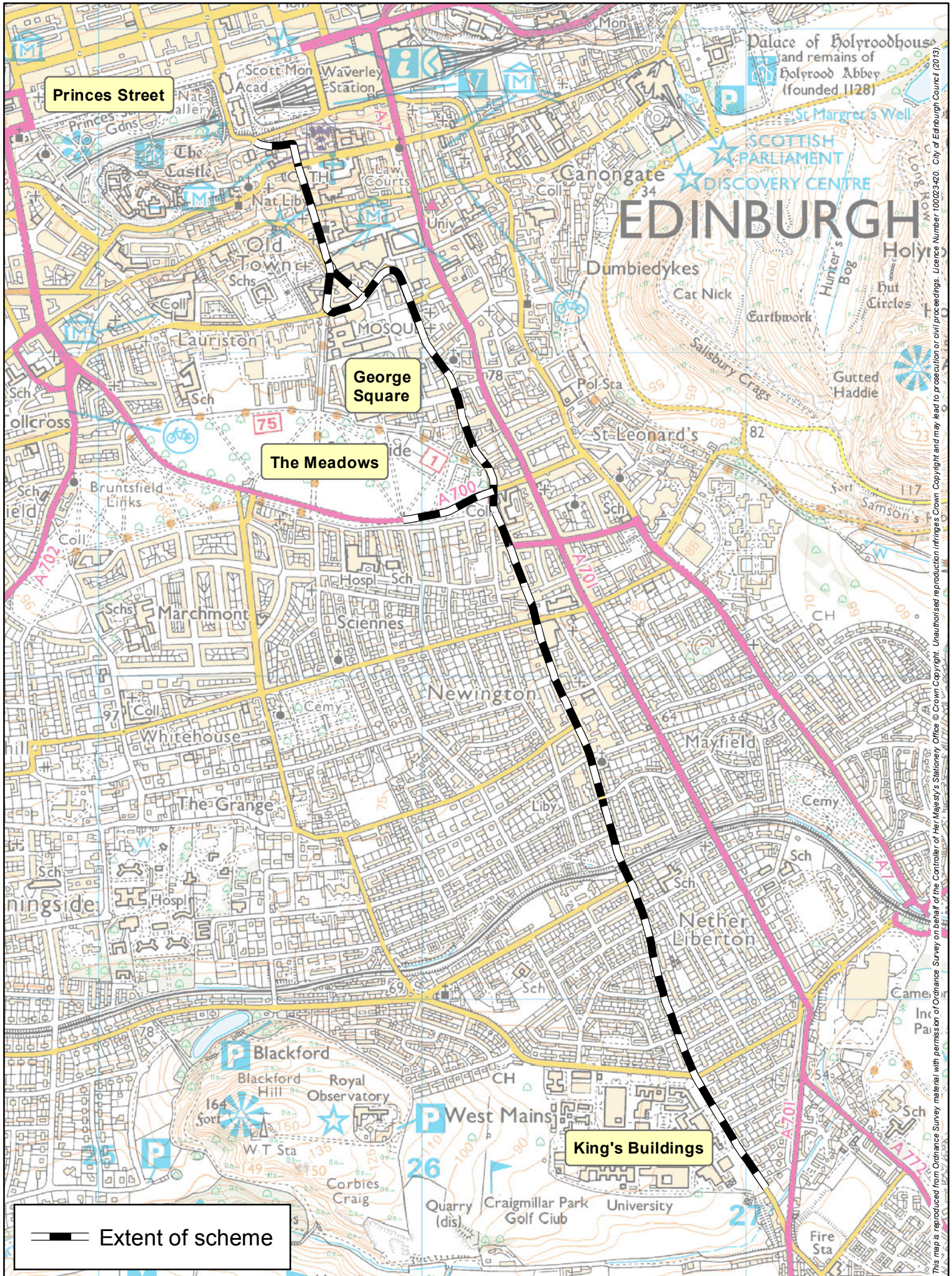
3.1.2 discharges the outstanding remit from the Committee of 9 February 2010.

Mark Turley

Director of Services for Communities

Links

| | |
|---------------------------------|--|
| Coalition pledges | P45 – Spend 5% of the transport budget on provision for cyclists. |
| Council outcomes | CO4 – our children and young people are physically and emotionally healthy. CO9 – Edinburgh residents are able to access job opportunities. CO10 – improved health and reduced inequalities. CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. |
| Single Outcome Agreement | SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric. |
| Appendices | 1. Plan of the George IV Bridge to King’s Buildings cycle route. |



Princes Street

George Square

The Meadows

King's Buildings



Extent of scheme

EDINBURGH

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Parking Satisfaction Survey 2013 – The Results

| | |
|---------------|------|
| Item number | 7.15 |
| Report number | |
| Wards | All |

Links

| | |
|--------------------------|---|
| Coalition pledges | P33 |
| Council outcomes | CO22 , CO23 , CO24 and CO26 |
| Single Outcome Agreement | SO4 |

Mark Turley

Director of Services for Communities

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Parking Satisfaction Survey 2013 – The Results

Summary

A Parking Satisfaction Survey was undertaken in May 2013. This was based on the delivery of leaflets to around 65,000 households within the Controlled Parking Zone (CPZ) and Priority Parking Areas B1 and B2 as well as an on-line survey.

The leaflet explained the aims of the survey, which are; to understand better what people think about parking in their area, identify issues of concern and to prioritise possible improvements. It contained a detachable free-post questionnaire which asked people for basic information about their area and vehicles as well as opinions on parking provision and enforcement.

There was also the option to reply online and this gave respondents the opportunity to answer more detailed questions and to provide additional comments.

The online survey closed on 28 June 2013 and 605 responses were received. While 1,672 paper questionnaires were received and continued to be accumulated until the end of August 2013. There were 2,277 total responses.

The report considers and summarises the responses to the Parking Satisfaction Survey and makes recommendations based on those results.

Recommendations

It is recommended that the Committee:

- 1 notes the content of this report;
- 2 notes the support for the introduction of additional shared-use parking places in central and peripheral controlled zones;
- 3 notes a further report on detailed proposals for introducing shared-use parking places and visitors' parking permits will be submitted to a future meeting of this Committee;

- 4 approves further investigation into evening and weekend parking problems in residential areas and agrees that a further report on this matter should be submitted to a future meeting of this Committee; and
- 5 approves further customer satisfaction surveys at least once every five years.

Measures of success

To better understand the views of people living and working within the CPZ and Priority Parking Areas on parking issues and to identify improvements that will help to make parking in Edinburgh easier for all our customers.

The information will be used to help prioritise areas where limited Council resources should be concentrated.

The survey also provides the opportunity to gather unique feedback from people who may not have otherwise contacted the Council regarding their problems.

Financial impact

The introduction of shared-use parking places across the CPZ was previously estimated at around £600,000. If an integrated approach to shared-use parking places is taken these costs could include those associated with potential evening and weekend restrictions. A further report on this issue will be submitted to a future Committee meeting.

The cost of designing, printing and distributing the parking satisfaction survey was approximately £8,000. Plus there was the additional demand on staff time.

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 survey questionnaire included the option for residents to request it in various formats, such as Braille or large print. It was also available in alternative languages upon request. There was also the option to complete the survey online which offered the opportunity for residents to give us more information upon any specific problems they encountered.

Sustainability impact

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

- The proposals in this report are not expected to impact on carbon emissions;
- The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
- The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

The Parking Satisfaction Survey was delivered to around 65,000 addresses within the CPZ and Priority Parking Areas B1 and B2, this included households and business premises. There were 1,672 forms returned and 605 online questionnaires completed, resulting in a total of 2,277 responses.

A City Car Club leaflet was delivered alongside the survey to increase awareness of the scheme and to encourage people to consider alternatives to private car use in Edinburgh. As a direct result, 20 new members joined the scheme and it is likely that the leaflet helped contribute to a 51% increase in the number of people joining the scheme compared to the same period in 2012. In addition, it raised awareness of the scheme still further amongst residents and business users in the city.

All elected members, where part of the CPZ is included within their ward, were informed about the start of the consultation. Councillor Nick Gardner, Leith Walk ward, asked to be informed about responses from outside the CPZ in his ward regarding parking problems. There is a section in the background paper on this issue.

During the survey there were concerns from Spokes and a number of cyclists that they were excluded from completing the online survey as they did not own a motor vehicle. This was never the intention and the survey leaflet assured residents they could complete the survey even if they did not own a vehicle. The wording of the online survey was amended slightly to reflect this better. However, it must be noted that cycle parking is outwith the remit of Parking Operations and is being progressed by the Cycling Team.

Background reading/external references

Appendix One: Parking Satisfaction Survey Leaflet.

Background Paper: Detailed Results of the Parking Satisfaction Survey 2013.

Parking Satisfaction Survey 2013 – The Results

1. Background

- 1.1 This report considers the responses to the Parking Satisfaction Survey and makes recommendations based on those results.

2. Main report

- 2.1 The Parking Satisfaction Survey was delivered to 65,000 addresses within the CPZ and Priority Parking Areas B1 and B2 during a period of two weeks, starting on 13 May 2013.
- 2.2 The survey period closed on 28 June 2013, giving people at least four weeks to respond. However, paper questionnaires received up to 31 August 2013 were accepted to ensure more people could have their say.
- 2.3 There were 2,277 responses received which represents approximately 3% of households within the CPZ. In addition, the Council regularly receives a large volume of correspondence on the subject from the public and frequent coverage in the local press.
- 2.4 Those who participated provided useful responses to the set questions and in addition, many people offered their own suggestions on improving parking in Edinburgh.
- 2.5 There are a number of key findings from the survey, summarised below, which are considered in greater detail in the background papers. Although the response rate was low those who did respond generally had specific points to make.
- 2.6 **Residents' Parking Permit Renewals:** 71% of respondents were satisfied or very satisfied with the online renewal option but there is scope for future improvements.
- 2.7 **Finding a parking place:** 57% of respondents did not find it difficult to find a parking place. However, a significant number of respondents, 43%, do find it difficult to park.

- 2.8 **Times when it is difficult to park:** About 73% of residents indicated that it was most difficult to park near their homes in the evenings, 46% indicated the weekends and 33.5% indicated during the day.
- 2.9 **Enforcement of parking restrictions:** There was a balance of views between respondents indicating whether they were happy or not with the enforcement of parking restrictions in Edinburgh.
- 2.10 **Shared-use parking places:** 62% of respondents want visitors' parking permits to be introduced within the central and peripheral CPZ, but it is considered that shared-use parking places need to be introduced first to accommodate the expected increase in demand from the use of visitors' parking permits.
- 2.11 **Main Improvement:** Approximately 63% of people suggested that more parking places would most improve their satisfaction with parking.

3. Recommendations

- 3.1 It is recommended that Committee:
- 3.1.1 notes the content of this report;
 - 3.1.2. notes the support for the introduction of additional shared-use parking places in central and peripheral controlled zones;
 - 3.1.3. notes a further report on detailed proposals for introducing shared-use parking places and visitors' parking permits will be submitted to a future meeting of this Committee;
 - 3.1.4. approves further investigation into evening and weekend parking problems in residential areas and a further report on this matter will be submitted to a future meeting of this Committee; and
 - 3.1.5. approves further customer satisfaction surveys at least once every five years.

Mark Turley

Director of Services for Communities

Links

| | |
|---------------------------------|--|
| Coalition pledges | P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used. |
| Council outcomes | 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 internally and externally and has an excellent reputation for customer care. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. |
| Single Outcome Agreement | SO4 – Edinburgh’s communities are safer and have improved physical and social fabric. |
| Appendices | Appendix One: Parking Satisfaction Survey Leaflet. |

2

Freepost RTCH-JJEK-TCCZ
Parking Satisfaction Survey
The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

HAVE
YOUR
SAY

Parking Satisfaction Survey

Have your say on parking in Edinburgh's Controlled Parking Zones and Priority Parking Areas

Why are we carrying out this survey?

We want to know what you think of parking in your area, so that we can identify the issues that are of concern to residents. Only when we know what your concerns are can we look at making improvements to the service.

Why should you complete the survey?

This is your chance to help us shape future developments within the Controlled Parking Zones and Priority Parking Areas.

Please complete the survey even if you don't own or use a vehicle

We still want to know what your general impressions are of parking in your area. You may also have experience related to parking (visitors, tradesmen, deliveries for example).

What do you need to do?

You can either:

- Complete and return the survey below (no stamp required): or
- Go to www.edinburgh.gov.uk/parkingsurvey and follow the instructions to complete the survey online.

The online survey includes the opportunity to answer more detailed questions and to provide additional comments.

What will happen next?

While we cannot respond individually to every comment or suggestion that you make, every response will be used to help us understand the issues that concern you. The analysis of the survey responses will help us to decide what your priorities are and where we should concentrate our resources. Once we have analysed all of the responses we will report the results to the Transport and Environment Committee, with recommendations on how we should proceed.

Further information is available on our website at

www.edinburgh.gov.uk/parkingsurvey



HAPPY TO TRANSLATE

You can get this document in Braille, large print and various computer formats if you ask us. Please contact Interpretation and Translation Services (ITS) on **0131 242 8181** and quote reference number 12-1250. ITS can also give information on community language translations. You can get more copies of this leaflet in English by calling **0131 469 3309**.

Feedback questionnaire

Please take a few minutes to complete and return this form. No stamp required.

1. About you

a. What street do you live on?

b. What is your postcode?

2. Your vehicles

a. How many vehicles does your household have access to?

0 1 2 3 More than 3

b. Do you have access to off-street parking for any of these vehicles? Yes No

c. How many residents' parking permits does your household have? 0 1 2

3. Thinking about the area where you live

a. To what extent are you satisfied or dissatisfied with parking provision?

Very satisfied Satisfied Neither satisfied nor dissatisfied
 Dissatisfied Very dissatisfied Don't know

b. How easy is it to find a parking place?

Very easy Easy Neither easy nor difficult
 Difficult Very difficult Don't know

c. Are there times when it is difficult to park near to your home?

Daytime Evenings Weekends

d. How satisfied are you with the enforcement of parking restrictions in your area?

Very satisfied Satisfied Neither satisfied nor dissatisfied
 Dissatisfied Very dissatisfied Don't know

e. Which one of the following possible improvements would most improve your satisfaction with parking?

More parking places Improved enforcement Longer hours of control

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

| | |
|---------------|------|
| Item number | 7.16 |
| Report number | |
| Wards | All |

Links

| | |
|--------------------------|------------------------------|
| Coalition pledges | P44 |
| Council outcomes | CO21 &22 |
| Single Outcome Agreement | SO4 |

Mark Turley

Director of Services for Communities

Contact: Caroline Burwell, Road Safety Manager

E-mail: caroline.burwell@edinburgh.gov.uk Tel: 0131 469 3668

Executive summary

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

Summary

The current responsibility for the delivery of road safety within Edinburgh is divided between the Council for engineering measures and the police for enforcement and education. The responsibility for education, training and publicity was discharged to the police in the 1970s. The delivery of this service will end on 31 March 2014 as part of their standardization of service delivery across Scotland. This report outlines the changes and their impact.

Recommendations

It is recommended that the Committee:

- 1 seeks an urgent meeting between the Convenor, Vice Convenor and Police Scotland to discuss the continued provision of Road Safety services; and
- 2 approves the submission of a further report on the future provision of Road Safety services to ensure statutory commitments are met.

Measures of success

The development and implementation of the proposal will enable the Council to meet the challenging Scottish Road Safety Targets to 2020. These targets look for 40% reduction in people killed and 55% seriously injured, as well as 50% reduction in children killed and 65% seriously injured (from 2004-8 average).

Financial impact

There is no financial impact at this time; the proposal costs will be given in next report.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been initiated and will be ongoing for the duration of the review and throughout the implementation of the review proposals. The withdrawal of road safety education, training and publicity provision by Police Scotland will have a negative impact on many groups with protected characteristics under the Equalities Act 2010.

Sustainability impact

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

Consultation and engagement

A number of consultation meetings have taken place between the Council and Police Scotland. It has also been discussed at the StreetsAhead Road Safety Partnership Steering Group and Community Safety Managers' Meeting.

Background reading/external references

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

1. Background

- 1.1 The 1988 Road Traffic Act, Section 39, puts a Statutory Duty on local authorities to undertake studies into road accidents and to take steps to both reduce and prevent accidents. These steps should include measures to disseminate information and advice, give practical training and education, construct, improve and maintain roads and control the movement of traffic.
- 1.2 The current responsibilities for the delivery of road safety within Edinburgh are divided between the Council for engineering measures and the police for enforcement and education. The responsibility for education was discharged to the police in the 1970s and remained with them until the creation of the single police force, which has driven the need for a policing service review and consequent changes to services.

2. Main report

- 2.1 The Police and Fire Reform (Scotland) Act 2012 made provision to amalgamate the then eight police forces into a single force, Police Scotland on April 2013.
- 2.2 As part of their standardization of policy and service delivery across Scotland, Police Scotland is currently reviewing its arrangements for the delivery of a number of services, including Road Safety education, training and publicity (ETP)
- 2.3 Since the 1980s, there have been two delivery models for road safety ETP across Scotland with the police taking the lead in six of the former police forces, including Lothian and Borders. In the remaining forces the councils took the lead, running joint road safety units with responsibility for engineering and ETP. This has created a lack of uniformity across the new single police force, so the review is therefore looking to create a consistent approach from the police perspective. To achieve this would mean all the remaining local authorities, including Edinburgh, having to go through the process of taking back responsibility for the delivery of Road Safety ETP activities.

- 2.4 The proposal is that the service will cease to be provided by the police from March 2014, although there has already been a serious reduction in service since August 2013 as the civilian staff have been let go or redeployed. It has been known informally that Police Scotland would stop providing this service, but there has been no formal consultation process undertaken with local authorities or handover procedures put in place, especially with the provision of road safety education in schools. There is also no transfer of funds to enable local authorities to make alternative arrangements to corporately deliver this service. The initial contact to alert the Council that the service would be ending was made by email on 13 November 2013, followed by a meeting with officers from Transport section on 3 December; this was too late to have any influence on their decision.
- 2.5 Under the Lothian and Borders force, ETP was delivered in Edinburgh by a dedicated civilian team comprising a Road Safety Co-ordinator and three Road Safety Officers. Their main areas of work included:
- Delivery of road safety education in nurseries, schools and colleges, including providing in-service training to deliver educational programmes;
 - Child pedestrian training activities e.g. Traffic Trails;
 - Junior Road Safety Officer scheme in primary schools;
 - Young Driver event for S5 & 6 pupils;
 - P7 transition programmes from primary to secondary schools;
 - Providing fleet driver training and promotion to local businesses;
 - Theatre in Education programmes;
 - Local campaigns to support Community Police, targeted at high risk groups, e.g. cyclists, the elderly, young drivers; and
 - In- car safety clinics and seatbelt checks.
- 2.6 This work is co-ordinated through the StreetsAhead Road Safety Partnership comprising representatives from the Council, Police Scotland, Scottish Fire Service, NHS Lothian and local interest and community groups.
- 2.7 The key to the development of effective road safety initiatives and good injury prevention starts with good collision and casualty data analysis. The work therefore, of the police Road Safety Officers was supported by police analysts. They could undertake detailed road casualty data analysis to inform the development of targeted road safety programmes in neighbourhood areas.
- 2.8 This analysis provision is no longer available, so alternative procedures need to be put in place to cover this gap which it is intended to address through the current organisational review of the transport service.

- 2.9 Initial work to determine how to continue to provide road safety education estimates a gap in resources exists if a similar level of service is to be provided to communities. A further report will be therefore submitted outlining possible options for the development of road safety action plans for each Neighbourhood Partnership, focusing on priority groups identified from the analysis and local consultation and engagement.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 seeks an urgent meeting between the Convenor, Vice Convenor and Police Scotland to discuss the continued provision of Road Safety services; and
 - 3.1.2 approves the submission of a further report on the future provision of Road Safety services to ensure statutory commitments are met.

Mark Turley

Director of Services for Communities

Links

| | |
|---------------------------------|---|
| Coalition pledges | P32- Develop and strengthen local community links with the police P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used |
| Council outcomes | CO21 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible CO22 - 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 | N/A |

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Public Bowling Greens

| | |
|---------------|---|
| Item number | 7.17 |
| Report number | |
| Wards | Corstorphine/Murrayfield Leith Walk Leith Sighthill/Gorgie |

Links

| | |
|--------------------------|--|
| Coalition pledges | P33 , P42 |
| Council outcomes | CO10 , CO19 , CO23 |
| Single Outcome Agreement | SO2 , SO4 |

Mark Turley

Director of Services for Communities

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Executive summary

Public Bowling Greens

Summary

The City of Edinburgh Council currently maintains 15 public bowling greens across five sites. The bookings and pavilions are managed by Edinburgh Leisure. There are also approximately 58 private bowling clubs in the Edinburgh area. These are self-governed clubs, a number of which lease the land from the Council for a peppercorn rent.

The Council's sites are as follows:

- Balgreen
- Leith Links
- Powderhall
- St Margaret's Park
- Victoria Park

In 2011, Edinburgh Leisure reported a significant decline in the use of public bowling greens. At the end of 2012 and early 2013, Edinburgh Leisure and the Council consulted with the bowlers to determine future bowling green provision preferences and seek views on alternative uses for those greens that may no longer be required.

This identified that current levels of demand could still be met with a reduced provision from 15 to 8 greens. It also identified potential alternative uses for redundant greens, including tennis, petanque and food growing.

Recommendations

It is recommended that Committee:

1. Notes the need to reduce the number of bowling greens to better reflect level of usage.
2. Approves in principle the process of investigating and agreeing alternative uses for each site.

3. Notes the intention to submit a further report on the outcome of this work.

Measures of success

Alternative uses agreed and initiated across those bowling greens that are poorly used.

Financial impact

The implementation of these recommendations will realise an annual revenue budget saving of £40,000 which is included as part of the coalition draft budget for 2014/15. However, any alternative use of surplus bowling greens will require capital investment, the levels of which would be dependent on the agreed alternative use for each site, but these are likely to include alternative sporting and leisure facilities and food growing provision.

Equalities impact

With the extension of opening hours and re-configuration of the booking system, the current usage of the greens can be accommodated resulting in no impact to the equalities or rights of the individuals involved. The introduction of alternative uses could potentially enhance the opportunities for both young, disabled and elderly people.

Sustainability impact

There is no negative sustainability impact with regard to these recommendations. However, the option of providing additional allotments would help meet the current demand for food growing.

Consultation and engagement

Consultation took place with affected bowling clubs and they were broadly supportive of the approach. A detailed list of the consultees and their comments can be found in Appendix 7 and 8.

Background reading / external references

N/A

Public Bowling Greens

1. Background

- 1.1 Edinburgh currently maintains 15 public bowling greens across the following five locations:
- Balgreen
 - Leith Links
 - Powderhall
 - St Margaret's Park
 - Victoria Park
- 1.2 The greens are maintained by the Parks and Greenspace Specialist Ground Maintenance team, the bookings and pavilions managed by Edinburgh Leisure.
- 1.3 There are also approximately 58 private bowling clubs in the Edinburgh area. These are self-governed organisations who are affiliated to the national governing body for outdoor lawn bowls in Scotland, Bowls Scotland. A number of these clubs lease the land from the Council at a peppercorn rate. All clubs charge their members an annual membership fee.
- 1.4 Figures recorded by Edinburgh Leisure show that since 2007 the number of bowlers using the greens has declined sharply (see Appendix 6). As a consequence, many greens are significantly underused. This has led to Edinburgh Leisure and the Council to consult with bowlers to determine the scale of future public bowling green need.
- 1.5 Edinburgh Leisure recently took the decision to close the Portobello Indoor Bowling Centre from June 2013 and change the use of the centre to a soft play area and gymnastics hub. This decision was taken as a result of usage declining from 52,000 bowling visits in 2008/9 to 45,000 visits in 2012. This 13% reduction resulted in a financial loss of between £100 – 150k per annum over the last five years. The change of use of Portobello's indoor centre should double the usage.

2. Main report

2.1 In 2011 Edinburgh Leisure reported a significant decline in the number of people using the public bowling greens. These 15 greens are located across five sites: which are listed below:

- Balgreen (Appendix 1)
- Leith Links (Appendix 2)
- Powderhall (Appendix 3)
- St Margaret's Park (Appendix 4)
- Victoria Park (Appendix 5)

Detailed figures on usage are illustrated in Appendix 6.

As a result, Edinburgh Leisure and the Council invited the clubs using these sites to consider what their current and future needs are.

2.2 Options for the bowling green sites were the subject of a public consultation meeting at the Portobello Indoor Bowls and Leisure Centre on 30 October 2012. A strong representation from the bowling community was in attendance and after much discussion it became clear that individual sites were of the highest importance to the users, but that there was scope to reduce the number of playable greens at some of the sites.

2.3 It was therefore agreed to hold a series of more detailed consultation meetings with the clubs from each site. These took place during December 2012 and January 2013. The meetings were informative and productive. The common theme running through them was the high level of importance of the specific site to users and the need to retain at least some greens for bowling purposes.

2.4 A detailed account of discussions can be found in Appendix 8.

2.5 The conclusion of these discussions was that greens at four of the sites (the exception being St Margaret's Park which only has one green) could be reduced without impact on current and future need. Also, alternative uses for redundant greens could "add value" to each site.

2.6 An alternative use of one green is already underway at Leith Links, where the Leith Links Tennis and Petanque Project was initiated in September 2010. Led by the Leith Links Steering Group, which consists of representatives from CEC, Edinburgh Leisure, local Councillors and local sports teams, it has received approximately £70k of external funding which includes £38k from the Legacy 2014 Active Places Fund. The City Centre/Leith Neighbourhood team led an extensive consultation process involving Greener Leith, NHS, schools and local

community and the feedback was extremely positive. The building project commenced in July 2013.

2.7 The draft proposals for each site are as follows:

- Balgreen: Retain two greens for bowling and re-develop the other two for either food growing, tennis courts or to explore the option of Balgreen Primary School using the space to expand the school grounds.
- Leith Links: Implement Leith Links Tennis and Petanque Project, which will leave three greens. A subsequent proposal has been received from the Scottish Volleyball Association to convert one of the remaining greens into a beach volleyball court. Victoria Park, Balgreen and Powderhall would also be considered for this use.
- Powderhall: Retain one green and re-develop the remaining two for either play area/ball court or food growing. The adjacent Broughton Primary School has also expressed an interest in using the site for sporting and food growing activities.
- St Margaret's Park: Retain single green and investigate potential of creating a petanque rink.
- Victoria Park: Retain two greens and investigate opportunities to integrate the bowling green directly in front of the clubhouse back into the park area. Interest has also been expressed in converting the clubhouse into a cafe for park users and the establishment of a "Himalaya" golf course.
- Agreement on the final proposals will be made in consultation with community councils and other local stakeholder groups in each case and a report on the outcomes will be submitted to a future meeting of this Committee.

3. Recommendations

It is recommended that Committee:

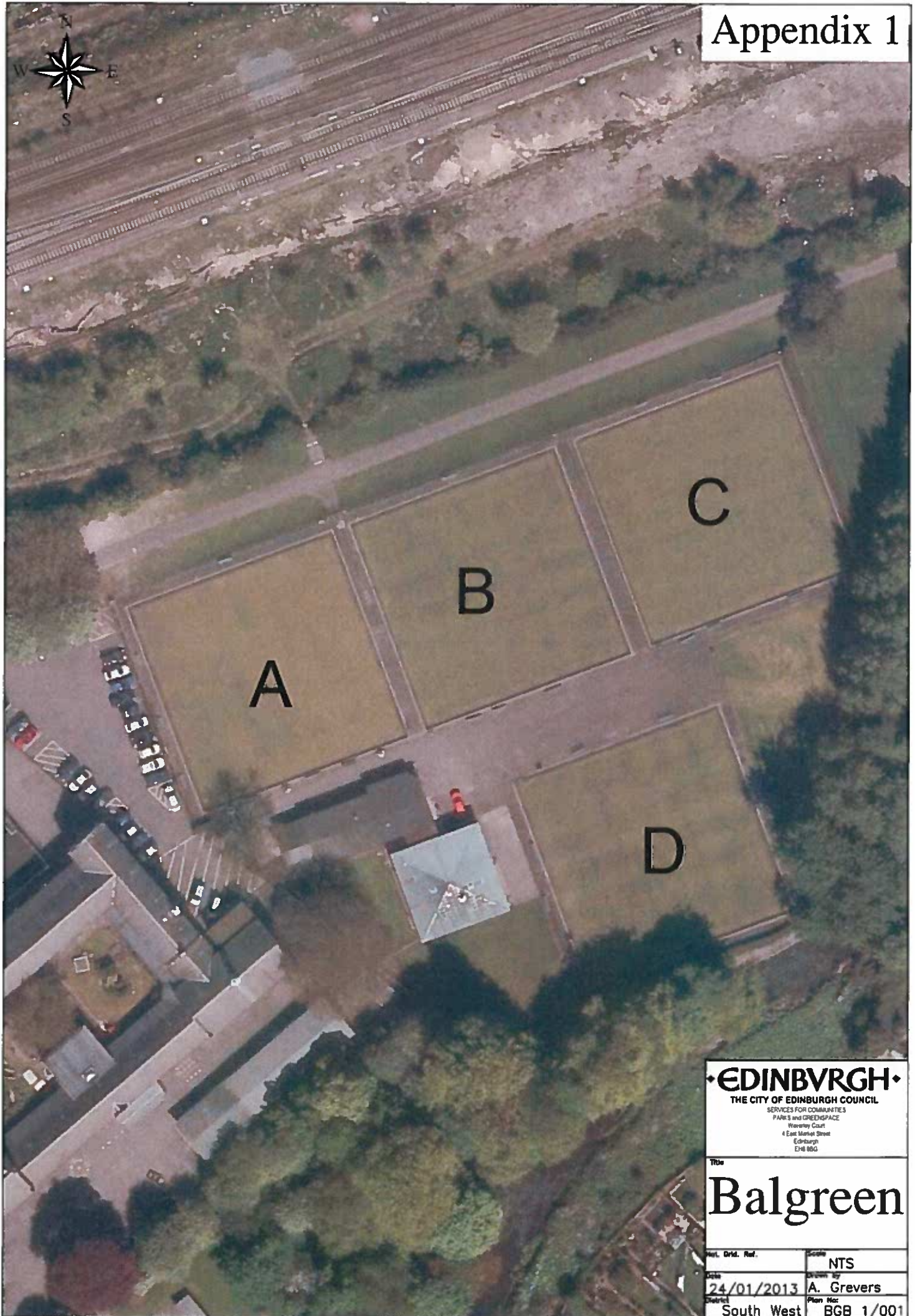
1. Notes the need to reduce the number of bowling greens to better reflect level of usage.
2. Approves in principle the process of investigating and agreeing alternative uses for each site.
3. Notes the intention to submit a further report on the outcome of this work.

Mark Turley

Director of Services for Communities

Links

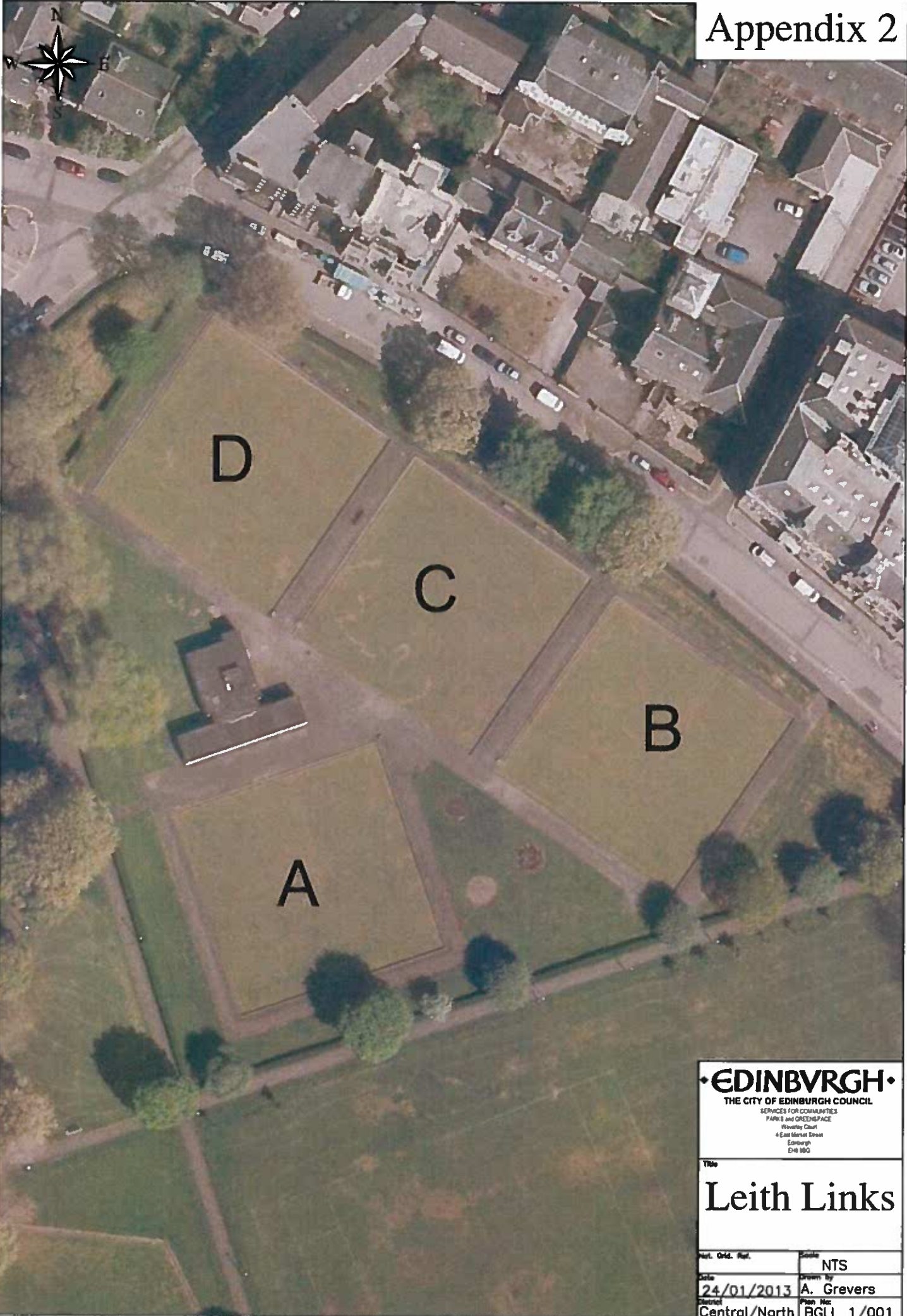
| | |
|---------------------------------|--|
| Coalition pledges | <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P42 - Continue to support and invest in our sporting infrastructure.</p> |
| Council outcomes | <p>CO10 - Improved health and reduced inequalities.</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>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> |
| Single Outcome Agreement | <p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric</p> |
| Appendices | <p>1-5 - Maps</p> <p>6 - Statistics for the use of public bowling greens</p> <p>7 - Details of consultation meetings</p> <p>8 - Account of discussions during consultation meetings</p> |



• EDINBURGH •
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SERVICES FOR COMMUNITIES
PARKS and GREENSPACE
Waverley Court
4 East Market Street
Edinburgh
EH8 9EG

Title
Balgreen

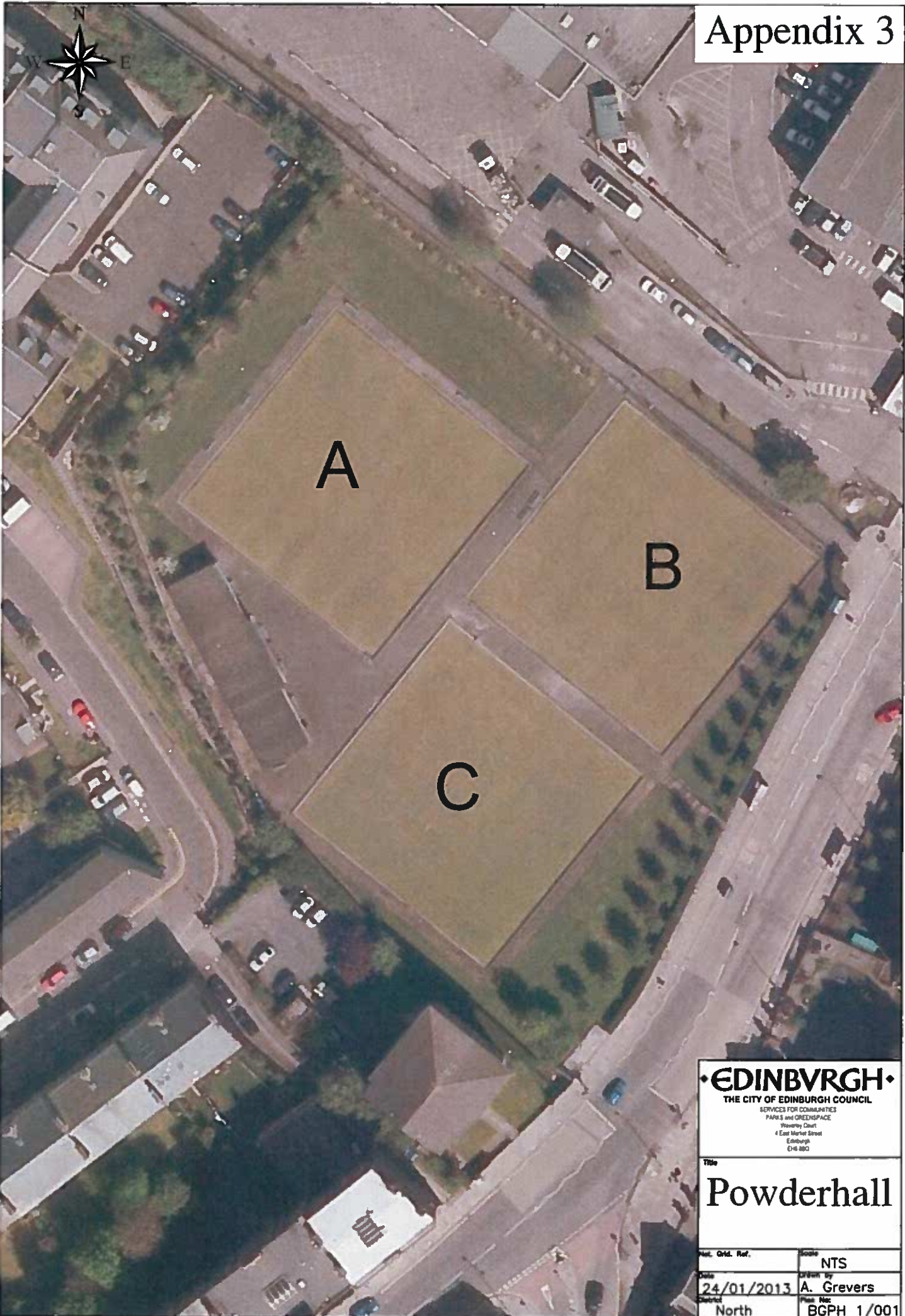
| | |
|-----------------|------------|
| Vert. Ord. Ref. | Scale |
| | NTS |
| Date | Drawn by |
| 24/01/2013 | A. Grevers |
| District | Plan No. |
| South West | BGB 1/001 |



• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL
 SERVICES FOR COMMUNITIES
 PARKS AND GREENSPACE
 Planning Unit
 4 East Market Street
 Edinburgh
 EH4 6EG

The
Leith Links

| | |
|-----------------|------------|
| Part. Ord. Ref. | Scale |
| | NTS |
| Date | Drawn by |
| 24/01/2013 | A. Grevers |
| Project | Plan No. |
| Central/North | BGLL 1/001 |



A

B

C

•EDINBURGH•
 THE CITY OF EDINBURGH COUNCIL
 SERVICES FOR COMMUNITIES
 PARTS AND GREENSPACE
 Howbery Court
 4 East Market Street
 Edinburgh
 EH1 1SG

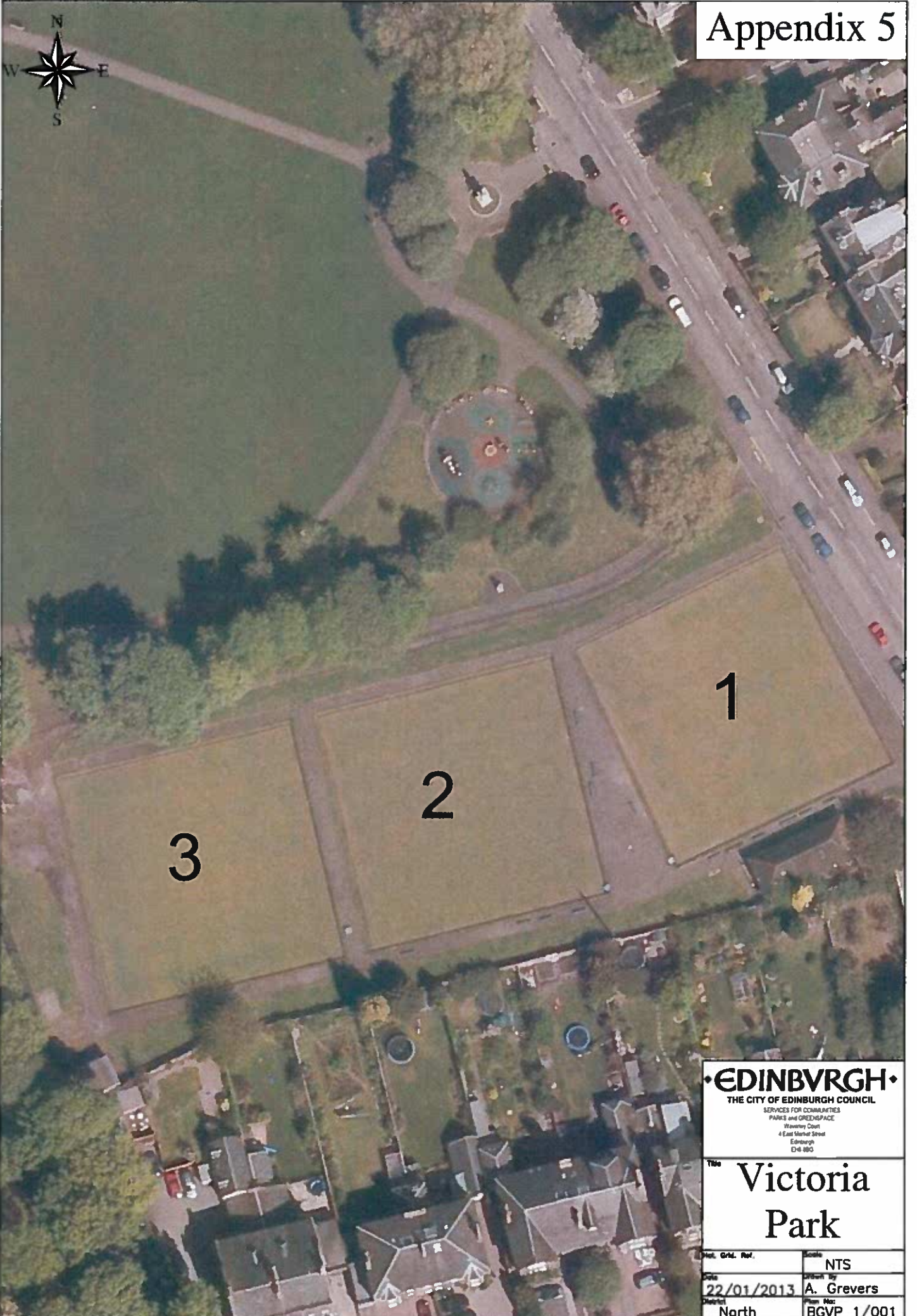
| | |
|------------------|------------|
| Title | |
| Powderhall | |
| Plot, Grid, Ref. | Scale |
| | NTS |
| Date | Drawn by |
| 24/01/2013 | A. Grevers |
| District | Plan No. |
| North | BGPH 1/001 |



• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL
 SERVICES FOR COMMUNITIES
 PARKS AND OPENSPACE
 Waverley Court
 1 East Market Street
 Edinburgh
 EH8 9DD

The
St Margaret's
Park

| | |
|-----------------|------------|
| Map. Grid. Ref. | Scale |
| | NTS |
| Date | Drawn by |
| 22/01/2013 | A. Grevers |
| District | Plan No. |
| West | BGSM 1/001 |



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SERVICES FOR COMMUNITIES
PARKS AND GREENSPACE
Wayney Court
4 East Market Street
Edinburgh
EH8 8BB

The **Victoria Park**

| | |
|--------------------|------------------------|
| Map. Grid. Ref. | Scale |
| Date 22/01/2013 | NTS |
| Drawn By North | Drawn By A. Grevers |
| | Plan No. BGVP 1/001 |

Victoria Park (appendix 5)

Questions:

- Investigate whether EL could include bowling activity along with the gym vouchers offered through GP referrals?

Discussion:

- There is a fundamental difference between public and private clubs. Public clubs are purely for leisure activity and social interaction whereas private clubs have more of a financial element to them.
- If Powderhall were to be closed Victoria Park would need to retain 3 of the greens
- The bowling greens would be more visible to the public and therefore there would be potential to raise awareness of the sport.
- If food growing were to be considered the security of the greens would be strengthened as there would be a greater presence during the day.

Conclusion:

The consensus of opinion was that two greens would be sufficient if the opening hours were extended.

The Parks and Greenspace Service have been approached by several interested parties regarding leasing the pavilion as a café and potentially, responsibility for the management of the greens (including opening and fees) could be written into the lease.

Greens 2 & 3 would be retained and would need to be protected against people walking over them.

It was proposed that the green 1 (directly in front of the pavilion) could be integrated back into the park and be used as part of the café provision.

Next Steps:

P&G/EL to consider options available regarding the protection of the remaining greens.

P&G to pursue applications for café lease on the pavilion.

P&G to investigate potential for food growing

Appendix 6

Detailed Figures on Bowling Green Usage Since 2007

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | % Reduction |
|---------------------------|-------|-------|-------|-------|-------|-------|-------------|
| Balgreen | 6,816 | 5,885 | 5,195 | 5,616 | 3,979 | 2,161 | 68.29% |
| Leith Links | 2,954 | 1,848 | 1,377 | 1,266 | 1,236 | 889 | 69% |
| Powderhall | 1,566 | 2,005 | 1,875 | 2,115 | 1,995 | 1,351 | 13% |
| St Margaret's Park | 2,161 | 2,613 | 2,177 | 2,385 | 1,888 | 2,139 | 1% |
| Victoria Park | 1,881 | 2,296 | 2,119 | 2,191 | 1,854 | 1,579 | 16% |

| | Breakdown of usage based on a 22 week season | | |
|---------------------------|--|-------|--------|
| | Weekly | Daily | Hourly |
| Balgreen | 98 | 20 | 2 |
| Leith Links | 40 | 13 | 2 |
| Powderhall | 61 | 15 | 2 |
| St Margaret's Park | 97 | 16 | 2 |
| Victoria Park | 72 | 24 | 3 |

Appendix 7

Schedule of Consultation

| | Date | Venue | Individual clubs using the greens | No. of rinks | Opening Times |
|---------------------------|----------------------|---------------------------------------|--|--------------|--------------------------------|
| Balgreen | 04/12/12 | Fountainbridge Library | <ul style="list-style-type: none"> • Bank of Scotland Pensioners • Cairns Ladies • Gorgie PSA • ELPBA • HBOS • Towns Women's Guild • St Michaels | 4 | 5 days Mon to Thurs & Sat |
| Leith Links | 14/12/12 | McDonald Rd Library | <ul style="list-style-type: none"> • Leith Churches • Casual Bowlers | 4 | 3 days Tues, Wed & Fri |
| Powderhall | 06/12/12 11/01/13 | McDonald Rd Library Deaf Action HQ | <ul style="list-style-type: none"> • Pilrig Church Group • Bellevue Ladies • Bellevue Churches • Gorgie PSA • Edinburgh Deaf Bowlers • ELPBA • Leith Churches | 3 | 4 days Tues, Wed, Fri & Sat |
| St Margaret's Park | 18/12/12 | Drumbrae Library Hub | <ul style="list-style-type: none"> • St Margarets Ladies • St Margarets Mens • Centurian | 1 | 6 days Thurs – Tues |
| Victoria Park | 05/12/12 | McDonald Road Library | <ul style="list-style-type: none"> • Victoria Park Ladies • St Andrews • Casual Bowlers • ELPBA • Leith Churches | 3 | 3 days Mon, Wed & Thurs |

Appendix 8

Details of Individual Consultations

Balgreen (Appendix 1)

Questions:

- Is there funding available?
- Demolish rink D and clubhouse and build a multi purpose function hall similar to Craiglockhart and Portobello which could be rented out.
- Tarmac over the old allotments, create a car park and charge football and rugby traffic at weekends? *No, the Council has a commitment to restore the allotments once the tram works are completed.*
- Is Balgreen School planning to extend their facilities?*Unsure, CEC to contact school and clarify.*
- Is there any possibility of improving the external signage?*Yes, that can be investigated.*
- Once cut is it possible for the greens to be rolled?*Yes, the maintenance regime will be reviewed on agreement of changes.*

Conclusions:

Agreed that two greens would be sufficient for the needs of the bowling clubs. Proposal would be to retain greens A and B which are in the best condition and to re-develop C and D for either tennis courts or food growing.

Next Steps:

Edinburgh Leisure to conduct a survey to identify whether there would be a demand for tennis in the area and investigate whether there is any potential for a link with the school.

P&G to contact Children and Families to investigate whether Balgreen School is planning to extend their facilities.

Leith Links (Appendix 2)

Discussion:

Leith Links is mainly utilised by casual bowlers and clubs from other sites, as a result of this there was no representation at the consultation meeting. However, there is currently a proposal, Leith Links Tennis and Pentanque Project Edinburgh which has been drawn up in conjunction with the Leith Links Steering Group (made up of representatives from Greener Leith, Local Councillors, representatives from local sporting groups and officers from Parks and Greenspace, North and Central Neighbourhood teams). This project would involve reducing bowling greens from four to two (retaining greens C&D) and offering in place a putting green (green B) and three tennis courts and a petanque area (green A). This project has been approved in principal and is awaiting the results of a funding bid to Sportscotland.

Powderhall (Appendix 3)

Questions:

- Poor parking and transport links.
- What is the future of the Powderhall depot?
- Can the pavilion be improved?

Conclusions:

One green would be sufficient providing the opening hours were extended and that Edinburgh Leisure introduced a more formal and improved booking system to co-ordinated usage appropriately.

Powderhall – Deaf Bowlers Group

Questions:

- Can the pavilion be cleaned and painted?
- New flooring?
- Tea and coffee making facilities?
- Improved provision of car parking facilities?
- What is the future of Powderhall/
- Is there any investment available for a café facility

Discussion:

- Currently three greens one of which is a putting green.
- No parking availability and poor transport links
- Broughton Primary School currently have a food growing project and utilise raised beds

Conclusions:

1 green would be sufficient if the opening hours were lengthened

Two options to date:

- Play area
- Allotments

St Margaret's Park (Appendix 4)

Discussion:

As St Margaret's Park has not seen a significant decline in numbers and only has one green the meeting was focussed on input from the bowlers as to how to improve the facility.

Various suggestions were made including:

- Introduction of new activities to the park such as petanque/ball hoops/outdoor gymnasium?
- Increasing the fees to play from £1.60 to £2.00
- Involving the local Corstorphine primary school in some outdoor activities/after school club
- Making all activities free (tennis is charged for from 12-8pm during the week and from 11-5pm at weekends)

Next Steps:

P&G/EL to investigate potential of building a petanque facility

P&G to forward Community Grant Program info to clubs involved

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Services for Communities: Financial Monitoring 2013/14 - Month 8 Position

| | |
|---------------|------|
| Item number | 7.18 |
| Report number | |
| Wards | |

Links

| | |
|--------------------------|----------------------|
| Coalition pledges | P30 |
| Council outcomes | CO25 |
| Single Outcome Agreement | SOA1 |

Mark Turley

Director of Services for Communities

Contact: Rebecca Andrew, Principal Finance Manager

E-mail: rebecca.andrew@edinburgh.gov.uk | Tel: 0131 469 3211

Executive summary

Services for Communities: Financial Monitoring 2013/14 – Month 8 Position

Summary

Services for Communities (SfC) is forecasting the following outturn positions against its approved 2013/14 revenue and capital budgets:

- General fund revenue budget – £3.154m overspend, offset by one off use of earmarked reserves.
- Housing revenue account (HRA) – balanced.
- There are a number of challenges for the Services for Communities' general fund revenue budget. Internal improvement programmes continue to make good progress against savings targets, however there are some outstanding issues. Together with shortfalls in the budget for winter weather and conclusion of the legacy property conservation work, this has resulted in a deficit for this period.

Recommendations

It is recommended that the Transport and Environment Committee notes SfC's financial position at month 8 including the pressures and mitigating actions that are in place.

Measures of success

General fund revenue expenditure for 2013/14 is within budgeted levels.

A balanced position or small surplus on the HRA.

Financial impact

There are no direct financial implications arising from this report.

Equalities impact

The contents of this report, analysis and recommendations do not impact the Equality Act 2010 public sector general equality duty.

Sustainability impact

Successful delivery of SfC's budget will support continued improvement in environmental standards such as cleanliness and recycling.

Consultation and engagement

Consultation on budget proposals was undertaken as part of the Council's budget process.

Background reading/external references

Services for Communities: Financial Monitoring 2013/14 – Month 8 Position

1. Background

1.1 The purpose of this report is to present SfC's financial position at month 8.

2. Main report

General Fund Revenue Budget Position

2.1 Due to a number of challenging issues including delivery of internal improvement programmes, winter weather and property conservation, SfC is forecasting an overspend of £3.154m against its general fund revenue budget of £122m. This overspend can be met by a one-off drawn down from ear-marked reserves in 2013/14. This will allow the budget to balance and mitigating actions will also be taken to reduce this overspend in the remaining months of the financial year.

Savings Implementation Plans

2.2 The SfC budget for 2013/14 includes £14.227m of savings to be delivered. Currently the Department is on track to deliver £9.792m (69%). The most challenging savings target is within the imProve It internal improvement programme where increases in landfill continue to run above budget.

Pressures

2.3 Pressures contributing to the projected overspend include:

- costs of closing down Property Conservation and operating new Shared Repairs Service (£2.4m);
- gritting and Snow clearing costs (£1.3m) (the current budget is only sufficient for an exceptionally mild winter);
- anticipated shortfall in iPFM improvement plan (£0.7m); and
- anticipated shortfall in improveit improvement plan offset by savings in recycling expenditure (£2.6m).

Risks

- 2.4 SfC provides a diverse range of services and budget management presents significant complexity, challenges and risks. In addition to the pressures identified above, the position may deteriorate due to other risks including:
- additional costs for gritting and snow cleaning due to winter weather if the winter is severe;
 - increased requirement for property repairs across the Council's estate to ensure they remain wind and watertight; and
 - income fluctuations across SfC.

Contingency Planning

- 2.5 In view of the pressures and risks noted above, SfC has created a contingency budget of £4.5m by reducing non-urgent expenditure and flat rate budget reductions. These reductions are accompanied by implementation plans which may have some impact on services, but are felt to be deliverable. The £3.194m overspend forecast assumes this contingency budget is fully utilised.
- 2.6 In addition to the contingency, SfC will use the following reserves:
- Common repairs trust fund (£0.523m) – applied to offset pressure on shared repairs services.
 - Recycling reserve – (£1.464m) – applied to imProve It savings shortfall.
 - Waste contingency (£1.1m) – applied to imProve It savings shortfall.
- 2.7 While the use of contingency and reserves currently balances the budget, this will be carefully monitored to ensure that this position does not change.

Housing Revenue Account (HRA) Budget Position

- 2.8 The HRA is the Council's ring fenced account for the management and maintenance of 20,000 Council homes. The gross expenditure budget in 2013/14 is £98.97m.
- 2.9 Welfare reform and changes in the funding of temporary accommodation present very significant challenges. Rent arrears have increased substantially since April 2013 when under-occupation came into effect and are now £5.7m, which is 56% higher than they were at the same point last year.
- 2.10 While the HRA is projected to balance at the end of the financial year, the bad debt provision will need to increase by £2.5 million to deal with the rising levels of rent arrears. This will reduce the funding available for capital investment or which can be transferred to the Repairs and Renewals Fund at the end of the year.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee notes SfC's financial position at month 8 including the pressures and mitigating actions that are in place.

Mark Turley

Director of Services for Communities

Links

| | |
|---------------------------------|--|
| Coalition pledges | P30 – Continue to maintain a sound financial position including long term financial planning |
| Council outcomes | CO25 – The Council has efficient and effective services that deliver on objectives |
| Single Outcome Agreement | SOA1 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all |
| Appendices | |

Transport and Environment Committee

10:00am, Tuesday, 14 January 2014

Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

| | |
|---------------|--------------------------|
| Item number | 8.1 |
| Report number | |
| Wards | 10 - Meadows/Morningside |

Links

| | |
|--------------------------|----------------------|
| Coalition pledges | |
| Council outcomes | CO22 |
| Single Outcome Agreement | SO4 |

Mark Turley

Director of Services for Communities

Contact: Iain Peat, Professional Officer

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Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

Summary

A new pedestrian refuge island is proposed for Morningside Grove. A length of parking restriction will be required on the southbound lane of Morningside Grove (approximately 50m) to enable vehicles to have a clear view of pedestrians waiting to cross as well as ensure safe passage of buses and HGV's past the island.

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

The Traffic Regulation Order was advertised between 5 and 30 August 2013 and three objections were received (see Appendix 1 for details). This report will consider these objections and recommend a proposed course of action in response to the comments made.

An alternative location on Morningside Drive was also considered as a site for this crossing point, which would allow access to the bus stop on Morningside Drive. This location would however require a longer walk for residents of the sheltered housing complex and would involve the negotiation of a gradient. Waiting restrictions would also be required on both the north and south side of Morningside Drive to allow traffic to negotiate the island.

Recommendations

It is recommended that the Committee:

- 1 sets aside the objections received; and
- 2 makes the Traffic Regulation Order as advertised.

Measures of success

To facilitate the safe crossing of pedestrians at the new pedestrian refuge island.

Financial impact

Around £2,500 to cover the costs of providing the necessary signs, poles and markings and advertising the proposals in the press. The pedestrian refuge island will cost around £15,000 to construct.

Equalities impact

These measures will impact positively on local residents, many of whom are elderly, by allowing a safer environment to cross the carriageway.

Sustainability impact

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

Consultation and engagement

These proposals have been advertised in the press and on the Council website.

Local residents have received details and were asked for their opinion.

Community Councils, local Councillors and the emergency services have also been consulted with, of this consultation 50 responded in favour of the proposals and six respondents were not in favour. Five responded with comments but did not indicate whether they were in favour or not.

The Local Councillors did not comment.

Background reading/external references

None

Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

1. Background

- 1.1 Local concerns over the safety of pedestrians crossing Morningside Grove have been raised, particularly due to the large volume of elderly residents in the area. A serious collision between a vehicle and an elderly pedestrian, on 14 December 2012, renewed local concerns over this location.
- 1.2 Waiting and loading restrictions are required on the southbound lane of Morningside Grove (approximately 50m) to enable vehicles to have a clear view of pedestrians waiting to cross, as well as ensure safe passage of buses and HGVs past the island.
- 1.3 An alternative location on Morningside Drive was also considered as a site for this crossing point, which would allow access to the bus stop on Morningside Drive. This location would, however, require a longer walk for residents of the sheltered housing complex and would involve the negotiation of a gradient. Waiting restrictions would also be required on both the north and south side of Morningside Drive, to allow traffic to negotiate the island.

2. Main report

- 2.1 The statutory Traffic Regulation Order process includes a formal consultation, where any interested party can comment on or object to an Order. All objections received during this time must either be addressed, or considered, by a Council Committee.
- 2.2 The Traffic Regulation Order was advertised between 5 and 30 August 2013 and three objections were received (see Appendix 1 for details). In summary the points raised in the objections focused on whether the proposed location was the best choice for an island and whether any alternative traffic calming or traffic management options had been investigated.
- 2.3 This report will consider these objections and recommend a proposed course of action in response to the comments made.

- 2.4 This report recommends setting aside the objections and making the Traffic Regulation Order as advertised.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 sets aside the objections received; and
 - 3.1.2 makes the Traffic Regulation Order as advertised.

Mark Turley

Director of Services for Communities

Links

Coalition pledges

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

Single Outcome Agreement SO4 - Edinburgh's communities are safer and have improved physical and social fabric

Appendices Appendix 1 – Details of the objections

Appendix 2 – Plan of the proposed pedestrian refuge island

Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order

Appendix 1 – List of Objections

Could the refuge island be moved nearer to the entrance of the sheltered housing complex?

The location of the island was chosen to keep the loss of parking in Morningside Grove to a minimum. The chosen location also gives the best siteline visibility to both the north and south for pedestrians using the crossing. To locate the island outside the entrance of the housing complex would require a parking layby to be filled in at the loss of several parking spaces. This would also increase the total cost of the scheme.

What are the objectives of the introduction of the island?

The island is proposed to improve both pedestrian safety and flow from the west footway across to the east footway to access the bus stop. This island will also reduce the width of the traffic lane and in doing so will reduce the speed of vehicles travelling along Morningside Grove.

Who were involved within the initial consultations?

The local residents, community councils and neighbourhood partnerships were all included within the consultation of this scheme, as well as local ward Councillors, Emergency Services and Bus Operators.

Have other traffic calming features been investigated, for example 20mph speed limit, Elderly Pedestrian Warning Signs, Road Humps/Speed Cushions, Zebra/Pelican or Puffin crossing or the enforcement of a “bus and access only” restriction.

***20mph Limit** – The Council undertook a 20mph limit pilot across South Central Edinburgh which informs the future approach to traffic calming implementation across the city. The pilot project involved traffic calming a significant number of residential streets through signage and surface markings, rather than the more traditional and costly physical traffic calming measures. More information can be found through the following website:*

http://www.streetsaheadedinburgh.org.uk/info/66/south_central_edinburgh_20_scheme.

From this pilot the council have agreed to roll out a city wide 20mph limit to all residential streets in Edinburgh. A timetable and criteria for this roll out will be submitted to the committee in 2014.

***Elderly Pedestrians Warning Signs** – These have recently been introduced to this site.*

Road Humps/Speed Cushions – see point 1

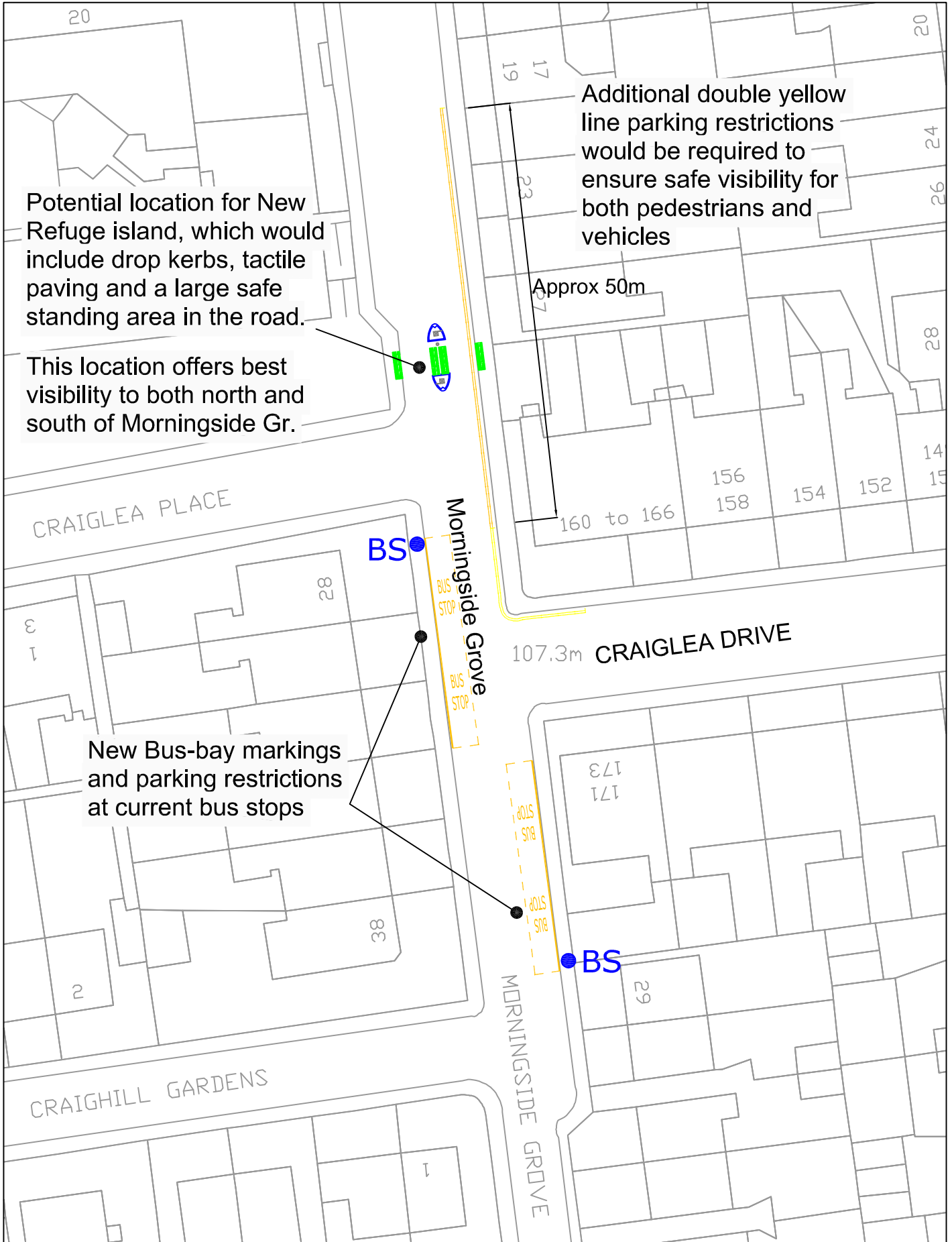
A zebra/pelican or puffin crossing – the number of pedestrians crossing at this site would not justify the introduction of a crossing of this type. A controlled crossing would also require the introduction of zig-zag road markings which would remove a significant amount of parking on both sides of the route.

Enforcement of “bus and access only” restrictions - This type of restriction would relocate displaced traffic onto other routes in the area.

Relocate the crossing point on to Morningside Drive to the west of Morningside Grove.

This would allow access to the bus stop on Morningside Drive, however would require a considerably longer walk which involves a steep gradient.

Waiting restrictions would also be required on both the north and south side of Morningside Drive to allow traffic to negotiate the island.



Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Carmel Avenue at Pentland View Road, Kirkliston - Proposed Double Yellow Lines on Corner – Objections to Traffic Regulation Order

| | |
|---------------|-------------|
| Item number | 8.2 |
| Report number | |
| Wards | 01 - Almond |

Links

| | |
|--------------------------|----------------------|
| Coalition pledges | P44 |
| Council outcomes | CO22 |
| Single Outcome Agreement | SO4 |

Mark Turley

Director of Services for Communities

Contact: Mark Symonds, Road Safety Interventions Officer

E-mail: mark.symonds@edinburgh.gov.uk Tel: 0131 469 3817

Executive summary

Carmel Avenue at Pentland View Road, Kirkliston - Proposed Double Yellow Lines on Corner – Objections to Traffic Regulation Order

Summary

A package of measures to promote safer pedestrian access to Kirkliston Primary School is being proposed, including parking restrictions in the vicinity of the school gate. Proposals were drawn up to progress a Traffic Regulation Order (TRO) through the statutory process so as to introduce parking restrictions around the junction of Pentland View Road and Carmel Avenue and on Pentland View Road covering the dropped crossing point opposite the School Keep Clear Markings.

The Order was advertised between 30 August and 20 September 2013 and one objection was received (see Appendix 1 for details). This report will consider this objection and recommend a proposed course of action in response to the comments made.

Recommendations

It is recommended that the Committee:

- 1 sets aside the one objection received; and
- 2 makes the Traffic Regulation Order as advertised.

Measures of success

The enforceable lines will improve visibility and safety for vehicle drivers and particularly for pedestrians and will result in an improved environment.

Financial impact

The cost of the yellow lines will be less than £1,000. This can be accommodated within the funding currently allocated to the Safer Routes to Schools Programme within the Roads and Transport Capital budget.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

A non-statutory consultation was carried out for the scheme at the school with invitations to all neighbouring residents in January 2013. The feedback from this consultation has been used to inform the subsequent development of the design.

The Traffic Regulation Order to add a single yellow line with loading and waiting restrictions enforced Mondays to Fridays between 8am and 4pm and the double yellow lines on the corners of Carmel Avenue at the junction of Pentland View Road were advertised between 30 August and 20 September 2013. Three letters of support and one objection to the scheme have been received. Local members have been consulted on this report and no comments have been received.

Background reading/external references

Proposed Introduction of Waiting and Loading Restrictions on Pentland View Road opposite the entrance to Kirkliston Primary School between 8am and 4pm Mondays to Fridays and the Prohibition of Parking at the corner of Carmel Avenue at the Junction with Pentland View Road.

Appendix 1 – Details of the objection received

Appendix 2 – Plan of the proposed restrictions

Carmel Avenue at Pentland View Road, Kirkliston - Proposed Double Yellow Lines on Corner – Objections to Traffic Regulation Order

1. Background

- 1.1 Kirkliston Primary School is in an area of expanding population, resulting in an increase in pupil numbers.
- 1.2 Representations were made by the school, Parent Council and Police Scotland regarding the difficulties experienced by pedestrians accessing the school gate on Pentland View Road as a result of parked vehicles. The school wrote to all neighbouring residents and invited them to a meeting in January 2013 to discuss the issues.
- 1.3 The residents' opinions were taken on board regarding the extent of the restrictions when finalising the design.

2. Main report

- 2.1 Improvements have already been made around the school with the footway being widened and coloured surfacing being applied to the road to highlight the existence of a new dropped crossing on Pentland View Road. The parking restrictions are needed to reinforce the new crossing and an existing one on Carmel Avenue.
- 2.2 The Traffic Regulation Order was advertised between 30 August and 20 September 2013 and one objection was received from a local resident on Carmel Road. In summary, the points raised in the objection included parking outside properties would be reduced, plans to open additional school entrance on Stirling Road should be accelerated, other alternative traffic management measures and off road parking spaces should be provided.

2.3 The objector stated that:

- *removing parking from the corner of Carmel Avenue and Pentland View Road would restrict their ability to park close to their property.*

Traffic congestion has only been observed close to the school for around 15 minutes in the morning and 30 minutes in the afternoon. Even during these periods, there are still ample spaces further down Carmel Avenue and in adjoining streets. Parking on a bend or opposite or within 10 metres of a junction, except in an authorised parking space, is already illegal as stated in point 243 of the Highway Code. The minimal loss of parking spaces is offset with the benefits to public safety and vehicular access.

- *creating a one way system would be a better solution and cause less inconvenience for residents.*

The level of inconvenience to local residents associated with a one way system would be greater than the disbenefits of introducing traffic restrictions as proposed.

- *accelerate plans to have an entrance to the school from Stirling Road in anticipation of the school expansion.*

A new gate will shortly be opened directly off Stirling Road when the construction of the new classrooms is complete.

- *more parking could be provided by removing the grass verge or allowing cars to park in Allison Park.*

Observations at other schools show that providing more parking encourages more people to bring their vehicles into the area and can further exacerbate the problem.

- *support residents with driveway access on to their properties.*

The Council has a permit scheme which can give residents permission to install these facilities at their own expense, subject to appropriate planning consent.

2.4 Further details of the objection and the Council's comments in response are provided in Appendix 1.

2.5 This report recommends setting aside the objection and making the Traffic Regulation Order as advertised.

3. Recommendations

- 3.1 It is recommended that the Committee:
 - 3.1.1 sets aside the one objection received; and
 - 3.1.2 makes the Traffic Regulation Order as advertised.

Mark Turley

Director of Services for Communities

Links

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

Appendix 1- Objection and response to TRO/13/19 ~ Various Schools Plans (Pentland View Road, Kirkliston)

Sent: 03 September 2013 11:41

To: Traffic Orders

Subject: TRO/13/19 ~ Various Schools Plans (Pentland View Road, Kirkliston)

Good afternoon,

I would like to lodge my objection to the proposal to put double yellow lines on the corners of Pentland View Road and Carmel Avenue, both in Kirkliston.

I am in total agreement that the safety of the children going to and from school is absolutely paramount however I am unfortunate enough to witness on a daily basis select parents who currently:

- ignore the informal one-way system
- park over junctions
- park over driveways
- park on grass verges
- park on pavements
- double park

The same parents will have the same disregard (I have been advised this in person from a number of them since the notices were displayed on the lamposts) for unenforced double yellow lines for the 5-10 minute period in the morning and afternoon of school days. Residents however will be subject to the enforcement on a permanent basis, and in an area where residential parking is already at a premium.

I moved to the village this year so I am not aware of what, if any, other solutions have been considered however I would think the following should have some consideration:

- make informal one-way system formal - this has little/no impact on residents and if anything will help the overall flow of traffic through the area
- accelerate plans to have an entrance to the school from Stirling Road in anticipation of the school expansion
- allow access to Allison Park - it's done for football matches
- tarmac the grass verge area that runs alongside the school fence
- support residents with driveway access on to their properties (kerb excavations)

Best regards,

Kirkliston
EH29 9DA

Date 9th October 2013

Your ref

Our ref RS/TRO/13/19/MS

Dear

Kirkliston Primary School Parking Restrictions

Many thanks for your email objecting to the above.

The aim of the proposed restrictions is to keep a clear view for people crossing Carmel Avenue and Pentland View Road. People's safety is a right which we have to uphold and the safety of children travelling to and from school is paramount.

Parking on a bend or opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space is already illegal as stated in point 243 of the Highway Code (see www.gov.uk/waiting-and-parking/parking-239-to-247) but formalising this with yellow lines will enable council parking attendants to book offenders. Preventing cars parking on the corners is likely to ease traffic flow as motorists will also gain a clear view.

Parking attendants are likely to have an increased presence with more to enforce and this is also likely to deter people from double parking, blocking junctions, driveways and pavements and parking on the verges. I should stress that the yellow lines designed to keep the crossing clear opposite the school will be limited to 8am to 4pm Monday to Friday. Following a meeting between the school, parent council and residents, we reduced the length of the yellow line to the bare minimum.

You make the point that double yellow lines will affect residents 24 hours a day. Formalising of a one way system would cause even more inconvenience to residents and the evidence from other schemes is that traffic speeds would be likely to increase.

We are working with the school on encouraging parents to allow their children to walk, cycle and scoot to school to reduce congestion, pollution and road safety risk whilst promoting healthy, active lifestyles.

Those who feel they have to drive are being encouraged to park in the streets away from the school, where, having checked the situation at the beginning and end of several school days throughout the year, we have found there to be plenty of space.

Turning more green space over to parking as you suggest has sadly been shown to simply encourage more people to drive and the situation to worsen.

In terms of supporting residents with driveway access, the council do currently have a permit scheme which cost £90 for crossing the footway and £200 to excavate. Details are available on http://www.edinburgh.gov.uk/downloads/file/435/footway_excavation_permit_pack

I agree with you that the opening of a pedestrian gate on Stirling Road would reduce the overcrowding on Pentland View Road. We are negotiating to do this as soon as possible.

I would like to conclude by thanking you for your time in writing to us with your concerns and would ask you to consider removing your objections to prevent delay on improving the situation.

If you wish to discuss this further, please do not hesitate to get in touch with me. My contact details are on the footer of page 1.

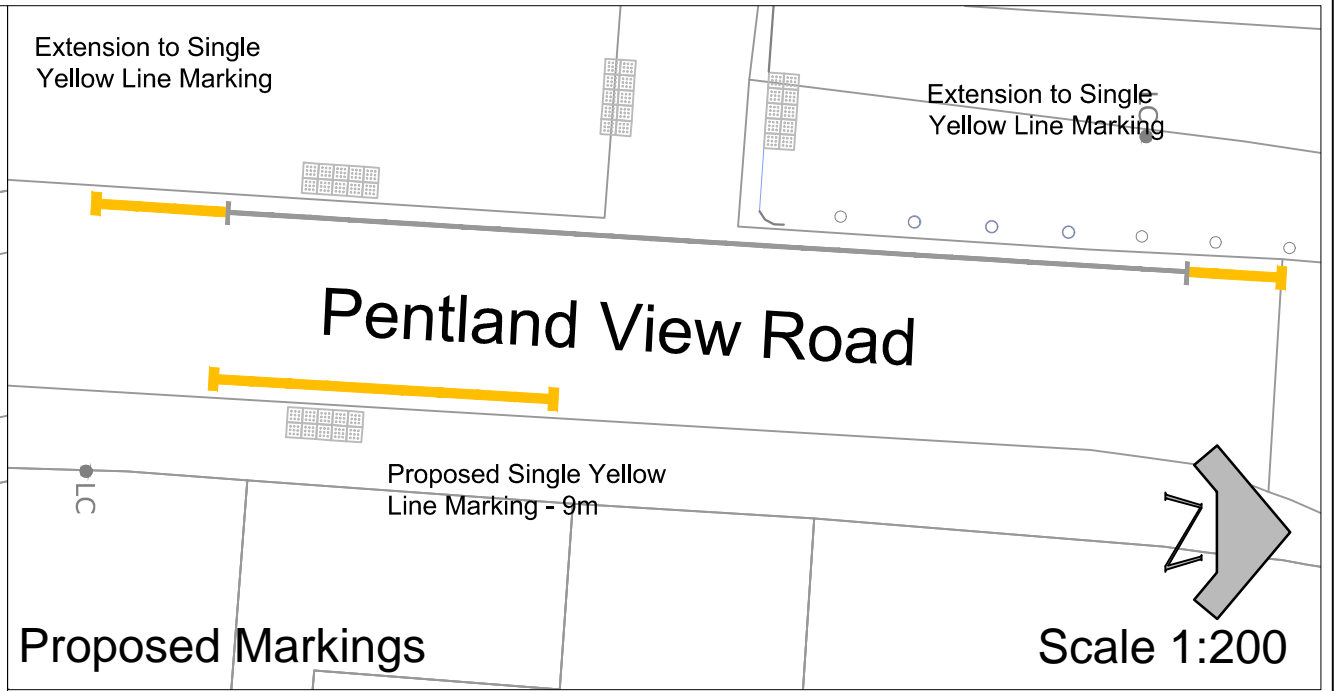
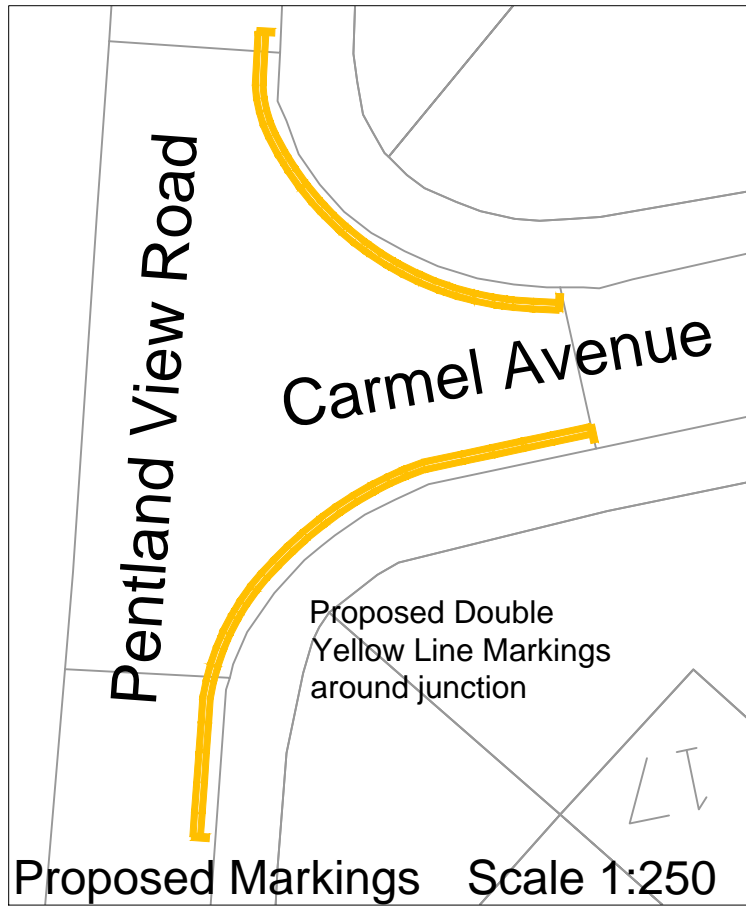
Yours sincerely


**Mark Symonds,
Road Safety Interventions Officer**



Proposed Double Yellow Line Markings around the junction of Pentland View Road and Carmel Avenue .

Proposed Single Yellow Line Marking on Pentland View Road covering the dropped crossing point opposite the School Keep Clear Markings (Approximately 9m). Extension on either side of the existing Single Yellow Line Marking on Pentland View Road to make 31.6m in total. No Waiting, loading or unloading between the hours of 8am and 4pm Monday to Friday



| | | | |
|--|--|---|----------------|
|  EDINBURGH THE CITY OF EDINBURGH COUNCIL | | Kirkliston Primary School Proposed Line Markings | |
| SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000 | TRANSPORT POLICY AND PLANNING ROAD SAFETY | Date: September 2012 | Drawn by: FMCG |
| | | Scale: As Shown | Checked by: IP |
| | | DRG NO. RS/5531727/08/01 | |

Transport and Environment Committee

10.00am, Thursday 14 January 2014

Edinburgh Community Solar Cooperative Proposal – referral from Corporate Policy and Strategy Committee

| | |
|---------------|-----|
| Item number | 8.4 |
| 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

Contact: Allan McCartney, Committee Manager

E-mail: allan.mccartney@edinburgh.gov.uk | Tel: 0131 529 4246

Contact: Louise Williamson, Assistant Committee Officer

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Terms of Referral

Edinburgh Community Solar Cooperative Proposal

Terms of referral

The Corporate Policy and Strategy Committee on 3 December 2013 considered a report on a proposal by Edinburgh Community Solar Cooperative for the development of a community owned Solar Photovoltaic scheme on council buildings.

The Corporate Policy and Strategy Committee agreed:

- 1) To approve the signing of a Memorandum of Understanding between the City of Edinburgh Council and the Edinburgh Community Solar Cooperative.
- 2) To note the educational, environmental and community benefits associated with the progression of the scheme.
- 3) That each project be checked on a one on one basis, to determine that they adhered to the conditions stated and then each project be referred to the Transport and Environment Committee.
- 4) To refer the report to the Transport and Environment Committee in January 2014 for information.

For decision/action

The Corporate Policy and Strategy Committee has referred the attached report to the Transport and Environment Committee for information.

Background reading / external references

Corporate Policy and Strategy Committee 3 December 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 |

Corporate Policy and Strategy Committee

10am, Tuesday, 3 December 2013

Edinburgh Community Solar Cooperative Proposal

| | |
|---------------|-----|
| Item Number | 7.9 |
| Report number | |
| Wards | All |

Links

| | |
|--------------------------|------------------------------------|
| Coalition pledges | P15, P33, P50, P53 |
| Council outcomes | All |
| Single Outcome Agreement | S04 |

Mark Turley

Director of Services for Communities

Contact: Jim Davidson, Corporate Facilities Manager, Corporate Property

E-mail: jim.davidson@edinburgh.gov.uk Tel : 0131 529 5233

Executive Summary

Edinburgh Community Solar Cooperative Proposal

Summary

The Council wants to support a proposal by Edinburgh Community Solar Cooperative (ECSC) for the development of a community owned Solar Photovoltaic (PV) scheme on Council buildings.

Under the scheme, it is proposed that ECSC will put forward proposals to procure, install and manage solar PV panels sited on the roofs of Council buildings. Initial consultation has taken place between officers and ECSC to establish feasibility.

These initial discussions have identified that there is a need to formalise the relationship between the Council and ECSC in the form of a Memorandum of Understanding (MoU).

This report seeks approval to enter into the MoU and therefore provide a remit to maintain a dialogue with ECSC.

Recommendations

It is recommended that Corporate Policy and Strategy Committee:

1. Approve the signing of a Memorandum of Understanding between the City of Edinburgh Council and the Edinburgh Community Solar Cooperative.
2. Note the educational, environmental and community benefits associated with the progression of this scheme.
3. Refer the report to the Transport and Environment Committee in January 2014 for information.

Measures of Success

The effective delivery against Capital Coalition Pledge commitments and objectives. Specifically to address the Council's commitment to the development of community energy cooperatives under the Capital Coalition's pledge 53.

Delivery against statutory requirements, specifically the Climate Change (Scotland) Act 2009, which requires the Council to contribute to national emissions reduction targets, deliver any statutory adaptation programmes and act in a sustainable manner.

Reductions in costs and carbon associated with energy in operational buildings.

Financial Impact

There will be no up-front capital cost to the Council from the installation of the solar PV panels. However, there will be administration and legal costs associated with supporting the proposal.

Under the scheme presented by ECSC, the Council will pay ECSC for solar created electricity consumed on site at a reduced tariff from its standard tariff. Any reduction is likely to be around 10-15% and the Council would further benefit from reduced obligations under the Carbon Reduction Commitment Energy Efficiency Scheme (CRC).

The financial benefit to the Council from the ECSC proposal is likely to be slight. The income generated from this scheme will be channelled towards investors and the community fund rather than back to the Council.

Equalities impact

The encouragement of community energy cooperatives is closely aligned to equality and enables progress against the Equality Act 2010 duties to eliminate illegal discrimination, victimisation and harassment, advance equality of opportunity and foster good relations. In addition, progress in this area also enables the enhancement of human rights for citizens and service users.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. In summary, the proposals in this report will help achieve a sustainable Edinburgh because they encourage the reduction of carbon emissions, increase the city's resilience to climate change impacts and improve social justice, economic wellbeing and environmental good stewardship.

Consultation and engagement

The MoU has been prepared in consultation with colleagues in Corporate Property, Legal Services and Commercial and Procurement Services.

Background reading/external references

- Sustainable Edinburgh 2020 – <http://www.edinburgh.gov.uk/sustainableedinburgh>
- Scotland's Climate Change Declaration – <http://climatechange.sustainable-scotland.net/>

Edinburgh Community Solar Cooperative Proposal

1. Background

- 1.1 The Council Leader asked that the Council support a proposal by the Edinburgh Community Solar Cooperative (ECSC) for the development of a community owned Solar Photovoltaic scheme on Council buildings. This scheme comes under the Capital Coalition's pledge to encourage the development of Community Energy Cooperatives (pledge 53).
- 1.2 Under the scheme, it is proposed that ECSC procures, installs and manages solar PV panels on the roofs of Council buildings across Edinburgh's property estate.
- 1.3 The proposed scheme will produce revenue for ECSC through the UK Government's Feed in Tariff (FiT) payments for the electricity generated by the panels and any export of electricity to the grid (see Appendix 1 for FiTs). Council buildings with panels installed will have access to the electricity generated and it is proposed that the Council pays the ECSC (at a reduced tariff) for any electricity used by the building users. This will require setting up a power purchase agreement between the Council and ECSC.
- 1.4 ECSC will finance projects through a community share offering with shareholders getting a 5% return on investment. Surplus income from the scheme will be invested into the local community through a community fund, targeting carbon reduction and fuel poverty.
- 1.5 The profiles of the founder members of ECSC are provided in Appendix 2. It is anticipated that the governance structure will be formalised by the end of November 2013. The group will be set up as a Community Benefit Society (Ben Com) as classified under the Industrial and Provident Societies Act 1965.
- 1.6 ECSC is a spin off from the Edinburgh Community Energy Hub a sub group of the Edinburgh Sustainable Development Partnership. The Council has played a key role in encouraging the formation of this group.
- 1.7 The Edinburgh Community Solar Cooperative proposal is part of a range of energy related projects under consideration by the Council.

2. Main Report

- 2.1 The principal driver for this proposal is the Council's commitment to the development of community energy cooperatives under the Capital Coalition's

pledge 53. There are also strong links to the Council's obligations to reduce greenhouse gas emissions (pledge 50).

- 2.2 The scheme complements pledges that promote investment in Edinburgh (pledge 15) and that strengthen and support communities (pledge 33).
- 2.3 Capital raised through the share offering will be determined by the investment required for any proposed PV scheme with an expected headline return of 5% per annum to investors. Share prices will start at £250 per share.
- 2.4 Through the scheme, ECSC will re-invest funds into the local community bringing with it the potential to improve the well-being of residents. In the early years of the scheme contributions to the community fund will be modest, but will increase as the ECSC buys back equity from its members.

3. Memorandum of Understanding

- 3.1 Following advice from Corporate Governance it is agreed that a Memorandum of Understanding (MoU) will provide the appropriate vehicle to develop this proposal.
- 3.2 The MoU is designed to facilitate the following arrangements between the Council and ECSC.
 1. Working together in good faith to explore how the Council can reduce carbon emissions through solar energy generation on schools, public buildings and land.
 2. The development of ECSC's proposal to own and manage a solar energy scheme to maximise the socio-economic benefit of solar energy generation to the local Edinburgh Community including building community resilience, alleviating fuel poverty and creating a fund for community projects.
 3. Carrying out joint research into community based solar energy projects and identifying opportunities for people in Edinburgh to invest and secure a return from community-based solar energy projects. In addition, the parties may explore a broader range of energy services relating to renewable energy generation and use.
 4. Through a technical survey of land and buildings, jointly consider the suitability and implementation of proposed projects including quantifying the scale of projects, identifying potential constraints and assessing the potential demand for solar energy from building users.
 5. Developing a joint communications plan and publicise the cooperation outlined in this MoU and the wider benefits of projects.
- 3.3 The MoU will remain in force for a period of three years.
- 3.4 The MoU is a statement of intent and does not create legal obligations between the parties.

- 3.5 All proposed projects will be the subject of a separate Project Agreement. ECSC acknowledges that the Authority has procurement obligations under the Public Contracts (Scotland) Regulations 2012 and its internal Contract Standing Orders.
- 3.6 The MoU is non-exclusive therefore both organisations reserve the right to work independently or with other organisations or partners to deliver renewable energy projects.
- 3.7 The MoU has been based on a successful model adopted by Bath and North East Somerset Council to deliver a community solar energy project across their buildings.

4. Further Legal and Procurement Considerations

- 4.1 Any proposed solar PV project will be subject to a full options appraisal in line with the Council's obligation to deliver best value and meet the Council's Standing Orders and EU Procurement Legislation.
- 4.2 Further legal consideration will be given to the potential set up of any lease agreements governing the use of Council roofs and any power purchase agreements governing onsite use of electricity from the solar PV panels.
- 4.3 Any subsequent agreement between the Council and the ECSC will require to be formalised in a legally binding contract for the duration of the scheme.
- 4.4 Under the scheme presented by ECSC, the Council will pay ECSC for solar electricity consumed on site at a reduced tariff from its standard tariff. Any reduction is likely to be around 10-15%. The Council will also benefit from reduced taxation under the Carbon Reduction Commitment Energy Efficiency Scheme (CRC).

5. Property Considerations

- 5.1 An initial assessment has been carried out across the Council estate to identify properties with outline suitability for the scheme. This has been rounded down from 100 to 47 properties. An options appraisal will be carried out for properties on an individual basis.
- 5.2 More detailed work will be required to establish full suitability, including a survey of roofs and electrical infrastructure.
- 5.3 Future agreement between the Council and ECSC for the use of roof space for solar PV panels would likely be for at least 20 years. Current asset strategies do not give a clear indication of the properties that will remain operational over this time. Consultation with service areas will be required to ascertain the properties with the greatest longevity. There will be an inherent risk with any selection of buildings and the outcomes of any changes to property use or ownership will need to be fully defined in legal contracts.
- 5.4 Consideration needs to be given to the likelihood of maintenance on the selected roofs over the 20 year period. ECSC would require re-imburement for any significant interruptions to power generating capacity.

- 5.5 Clarification of insurance, risk, access to and maintenance of the panels would need to be fully defined in contract documents.
- 5.6 Current active projects across the Council's property estate include works to improve the energy efficiency of buildings and raising awareness of energy consumption. The proposed solar PV proposal would complement existing initiatives by further reducing associated carbon emissions and could be aligned with existing strategies to raise awareness of energy use across the Council.
- 5.7 The proposal from ECSC is independent from other solar PV proposals being developed by the Council. The MoU provides a platform for the Council and ECSC to identify potential synergies and opportunities for joint working.

6. Risks

- 6.1 The Council is seeking to establish a relationship with ECSC to jointly investigate and develop the solar cooperative proposal. To avoid reputational risk to the Council proposed projects will adhere to Council procurement and best value obligations. There is wide interest in solar PV schemes as a source of revenue both from social enterprises and from private equity.
- 6.2 The MoU is non-legally binding and therefore does not commit the Council to installing solar PV panels on roofs.
- 6.3 If the scheme encountered financial or operational difficulties there is a potential risk to the Council's reputation.
- 6.4 If progressed, a potential major risk to ECSC could be loss of revenue due to the solar PV panels failing to operate. The Council would bear some risk for this in the following scenarios: required roof repairs/maintenance involving the removal of the panels for an extended period, damage/vandalism to panels, property closure/demolition (might involve relocation of panels), and failure of Council owned electrical infrastructure.

7. Recommendations

It is recommended that Corporate Policy and Strategy Committee:

- 1. Approve the signing of a Memorandum of Understanding between the City of Edinburgh Council and the Edinburgh Community Solar Cooperative.
- 2. Note the educational, environmental and community benefits associated with the progression of this scheme.
- 3. Refer the report for information to the Transport and Environment Committee in January 2014.

Mark Turley

Director of Services for Communities

| | |
|---------------------------------|--|
| Coalition pledges | <p>P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p> <p>P53 - Encourage the development of Community Energy Cooperatives.</p> |
| Council outcomes | All |
| Single Outcome Agreement | S04 - Edinburgh's communities are safer and have improved physical and social fabric. |
| Appendices | <p>Appendix 1 – Feed in Tariffs</p> <p>Appendix 2 – Edinburgh Community Solar Cooperative</p> |

Appendix 1 – Feed in Tariffs

The Feed in Tariff (FIT) is a government payback scheme for electricity generated by renewables, and applies to a range of technologies including Solar PV, wind turbines, hydro and combined heat and power systems. The feed in tariff depends on:

- the size of the system
- what technology is installed
- when the technology was installed
- who put the technology in place (certified installers)

There are two parts of the tariff; the generation tariff and the export tariff. The generation tariff is applied to all electricity generated by the renewable system regardless of how much is consumed onsite. The export tariff is applied to any surplus electricity or electricity that has not been consumed onsite and is fed back into the grid. The FIT is based on a 25 year contract for solar (20 years for other technologies), resulting in the generation and export tariff prices being fixed at the same rate for the duration of the contract.

Solar PV Feed in Tariff

For solar Photo-Voltaic (PV), the applied generation tariff is determined by two factors; a) the power rating of the installed system and b) the building's Energy Performance Certificate (EPC).

- Higher Rate: applies to a building that has an EPC rating of 'D' or higher
- Medium Rate: applies to a building if the owners/estate have 25 or more PV installations already installed (which is 90% of the higher rate)
- Lower Rate: applies to a building that has an EPC rating below a 'D'

On 31st December 2012, the energy efficiency requirement was relaxed for 'community energy projects' and schools. This relaxation removed the requirement for the building to have an EPC rating of 'D' or higher to qualify for the higher rates.

The FIT rates have decreased considerably since its launch in 2010. The rate for a 4kW or less PV system in 2010/11 was 45.4p/kWh, with an export rate of 3.2p/kWh. The revised rates from 1st January 2014 to 1st April 2014 for the same system are 6.61-14.9p/kWh, with an export rate of 4.64p/kWh.

FIT rates for Solar PV have an inbuilt depression of tariffs. The pre-planned depression is a 3.5% reduction every 6 months. There is an additional option for a contingent depression where up to two consecutive depression cuts can be skipped if uptake is low. There is also scope to increase the percentage depression to 28% if deployment is high.

Feed in Tariff Rates (Jan 2014 – March 2014)

| System Type | Lower Rate (p/kWh) | Medium Rate (p/kWh) | Higher Rate (p/kWh) |
|---|-----------------------|------------------------|------------------------|
| New Build Property with installed capacity of 4kW or less | 6.61 | 13.41 | 14.90 |
| Current property with installed capacity of 4kW or less | 6.61 | 13.41 | 14.9 |
| Total Capacity greater than 4kW but not exceeding 10kW | 6.61 | 12.15 | 13.50 |
| Total Capacity greater than 10kW but not exceeding 50kW | 6.61 | 11.31 | 12.57 |
| Total capacity greater than 50kW but not exceeding 100kW | 6.61 | 9.64 | 10.71 |
| Total capacity greater than 100kW but not exceeding 150kW | 6.61 | 9.64 | 10.71 |
| Total capacity greater than 150kW but not exceeding 250kW | 6.61 | 9.22 | 10.25 |
| Total Capacity exceeding 250kW | 6.61 | 6.61 | 6.61 |
| Stand Alone (not wired or attached to a building) | 6.61 | 6.61 | 6.61 |
| Export Tariff | 4.65 | 4.64 | 4.64 |

Founder Member Profiles

Paul Phare

Paul is the Scotland Development Manager for Energy4All. He has a degree in manufacturing systems engineering from Bristol University. His Dissertation investigated the viability of domestic wind systems. Paul joined the renewable sector in 2003 with Vesta Celtic, and then worked with community groups in the Highlands of Scotland to develop renewable energy projects, delivering a Scottish Government funding programme. Paul was involved with the first community owned wind farm in Scotland on the Isle of Gigha. Paul has continued to work with many communities in Scotland across a range of technologies and at all scales, but particularly with biomass and wind. In 2008 Paul joined Energy4All where he has helped to deliver three new wind energy co-operatives and has become well known within the Scottish renewable energy sector. He is committed to developing a large urban solar project in the city of Edinburgh which emulates successful projects in England, and successful rural projects focused around wind power.

Dr. Johanna Carrie

Johanna has a PhD in an energy related subject and an MSc in Ecotourism. She has been a Member of Edinburgh Community Energy Co-operative for many years and served on its board since 2011. She has been Chairperson of Transition Edinburgh Pentlands since 2008. This community group received Climate Challenge funding for a project to provide energy workshops in 3 local primary schools (2012) and has supported local householders to cut their energy consumption by 5% by the end of 2013 . Previously she was Chairperson Transition Edinburgh 2010 -2012. She is a member of the Fairmilehead Community Council and Pentlands Neighbourhood Partnership Environment, Transport and Infrastructure sub group.

Doug Prentice

Douglas is CEO of GeoCapita Ltd a London based FCA registered Mutual engaged in the development of sustainable projects in renewable energy, energy efficient buildings, climate change and related areas. He holds an MA in Economics from Edinburgh Uni, an MSc in Renewable Energy from Napier University and has recently completed a PhD at Granada University in buildings energy efficiency and its significance in climate change.

He lectures part time at Napier University, Granada University and Politecnico Milano Italy in climate finance. With the Universities and GeoCapita he is engaged on a number of UK and international projects. He is a member of Edinburgh Council's Expert Group advising the Council on cooperative development with emphasis on energy and housing.

David Hawkey

David is a Research Fellow at the University of Edinburgh. His research explores the development of sustainable energy systems at a local level, particularly in

urban areas. He works with a wide range of local authorities, housing associations and community groups to understand how coordinated action on energy at a local level can be achieved in ways that are sustainable and scalable. He was a director of the Edinburgh Community Energy Cooperative from 2011 until it was wound down, and has previously served as Treasurer for a small charity, Sustainable Consumption Opportunities Today (SCOT).

Stuart Hay

Since 2005, Stuart has worked as Senior Consultant with Changeworks focusing on the design and development of both mainstream and innovative domestic energy efficiency and micro-renewables projects. A key focus of his work is managing a Service Level Agreement with the City of Edinburgh Council to fund and deliver energy efficiency programmes. In this respect he has assisted in securing funding from the Scottish Government and European funders for a range of projects. This practical delivery focused role builds on previous campaigns and strategy experience gained as Head of Policy and Research at Friends of the Earth Scotland. Previously he worked for the Scottish Wildlife Trust, Help the Aged Scotland and as a political researcher in the Scottish Parliament.

He is a board member and company secretary of Transform Scotland, serving in a voluntary capacity. He has been formally involved with Transform Scotland since 2003, assisting the Director with strategy and governance matters. As a qualified town planner, he has strong interest in transport and environment issues. He has been a board member of the Edinburgh Community Energy Co-operative since 2008, assisting in securing Climate Challenge fund grant for insulation and renewables project, focusing on Leith.

Transport & Environment Committee

10am, Tuesday, 14 January 2014

Solar Photovoltaic Energy – Proposed Council Sites – Referral from the Economy Committee

| | |
|---------------|-----|
| Item number | 8.5 |
| 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

Contact: Hannah King, Committee Officer

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Terms of Referral

Solar Photovoltaic Energy – a Strategic Approach – Referral from the Economy Committee

Terms of referral

On 16 December 2013, the Economy Committee considered a report by the Director of Services for Communities which provided an update against the action to identify potential Council owned sites that could be allocated for Solar Photovoltaic Energy. The sites required to be available for use for a period of 25 years to ensure adequate return on investment.

The Economy Committee agreed:

- 1) To note the progress against the decision of the Economy Committee of 17 September 2013.
- 2) To note the importance of keeping Neighbourhood Partnerships informed of developments.
- 3) To refer the report by the Director of Services for Communities to the Transport and Environment Committee and the Finance and Resources Committee for information.

For decision/action

The Economy Committee has referred the attached report to the Transport and Environment Committee for information.

Background reading / external references

Economy Committee 16 December 2013

Links

| | |
|---------------------------------|--|
| Coalition pledges | See attached report |
| Council outcomes | See attached report |
| Single Outcome Agreement | See attached report |
| Appendices | Report by the Director of Services for Communities |

Economy Committee

10.00 a.m., Monday, 16 December 2013

Solar Photovoltaic Energy – Proposed Council Sites

| | |
|---------------|-----|
| Item number | |
| Report number | |
| Wards | All |

Links

| | |
|--------------------------|--|
| Coalition pledges | P1, P15, P16, P17, P28, P48, P50 |
| Council outcomes | C07, C08, C09 |
| Single Outcome Agreement | S01 |

Mark Turley

Director of Services for Communities

Peter Watton, Estates Services Manager

E-mail: peter.watton@edinburgh.gov.uk | Tel: 0131 529 5962

Executive summary

Solar Photovoltaic Energy – Proposed Council Sites

Summary

At its meeting on 17 September 2013, the Economy Committee approved a number of actions relating to the provision of sites for Solar Photovoltaic Energy.

This report provides an update against the action for the Director of Services for Communities to identify potential Council owned sites that could be allocated for this use for a duration of 25 years to ensure adequate return on investment.

Recommendations

It is recommended that the Economy Committee:-

- 1) Notes the progress against the decision of the Economy Committee of 17 September 2013; and
- 2) Refers this report to the Transport and Environment Committee and Finance and Resources Committee for information.

Measures of success

The project has the ability to utilise undevelopable sites to create green energy that will contribute to the national agenda to reduce carbon emissions.

Financial impact

There are no direct financial impacts on the Council as the sites involved are not capable of alternative development.

Depending on the success of the project a future revenue stream could be achieved however this is difficult to quantify at present until the due diligence is completed.

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 proven technology which reduces carbon emissions. An

energy strategy offers the potential to make significant progress on encouraging renewable 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

N/A

Solar Photovoltaic Energy – Proposed Council Sites

1. Background

- 1.1 At its meeting on 17 September 2013, the Economy Committee agreed the following:
- 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.
 - To receive an interim report on the energy framework by February 2014.
 - To instruct the Director of Services for Communities to identify Council land (such as landfill sites) which can be allocated for the necessary 25 years to ensure adequate return on investment and report back within one cycle.
 - Note that the responsibility for delivering these projects would be the responsibility of the Transport and Environment Committee.
 - 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.
 - 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.
 - To refer the report by the Head of Economic Development to the Transport and Environment Committee.
- 1.2 This report provides an update against the action for the Director of Services for Communities to identify Council land, which have the potential to be allocated for solar photovoltaic arrays.

2. Main report

- 2.1 A map of all registered landfill sites is attached as Appendix 1. The majority of these sites are in private ownership however the Council has identified a number of sites (or parts of) that have the potential to be investigated for solar photovoltaic arrays as shown on Appendix 2.

2.2 These sites and areas are:-

- Braehead Civic Amenity Site – former recycling centre (4.43 hectares)
- Hallyards Wood – land adjacent to woodland (6.69 hectares)
- Norton Quarry – former quarry (3.38 hectares)
- Maleny Bing – former tip (3.12 hectares)
- Blinkbonny Tip – former tip (4.52 hectares)
- Torphin Quarry – former quarry (15.39 hectares)
- Bonaly Country Park – large open space (potential for parts of) (279.81 hectares)
- Gimerton Bing – former tip (2.61 hectares)
- Blackford Quarry – former quarry (3.57 hectares)

2.3 The proposal will be to initially seek detailed planning and environmental advice on the proposed sites to ensure that they are fit for the proposed purpose. Matters that will be taken into account include landscape/visual impact, ecological impact, archaeology, impact on communities glint and glare impacts and aviation matters.

2.4 Subject to the above due diligence, the intention is to prepare a suite of sites that will be suitable for the proposed use. Further work will also be carried on how the proposed solar arrays are procured and physically delivered and this will be the subject of a further report to the Transport and Environment Committee in early 2014.

3. Recommendations

3.1 It is recommended that the Economy Committee:-

- 1) Notes the progress against the decision of the Economy Committee of 17 September 2013; and
- 2) Refers this report to the Transport and Environment Committee and Finance and Resources Committee for information.

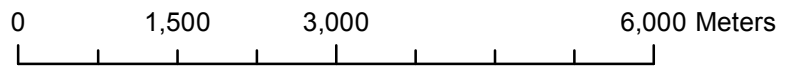
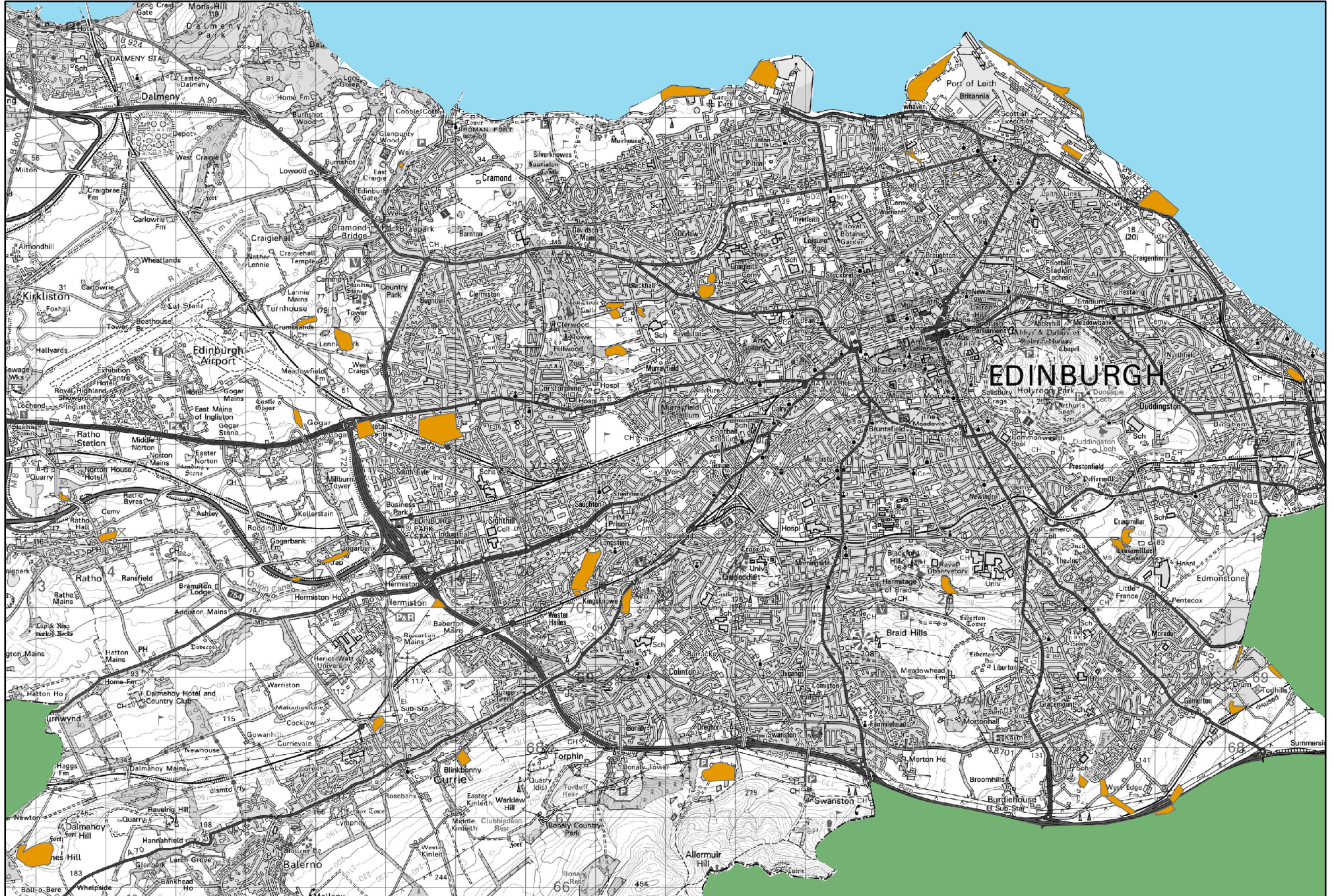
Mark Turley

Director of Services for Communities

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 most greenhouse gas targets, including the national target of 42% by 2020.</p> |
| Council outcomes | <p>C07 – Edinburgh draws new investment in development and regeneration.</p> <p>C08 - Improved health and reduced inequalities</p> <p>C09 – Edinburgh residents are able to access job opportunities.</p> |
| Single Outcome Agreement | <p>S01 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> |
| Appendices | <p>Registered landfill sites</p> <p>Council owned sites</p> |

Landfill



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