Notice of meeting and agenda

Transport and Environment Committee

10 am Tuesday 14 January 2014

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

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

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THE CITY OF EDINBURGH COUNCIL

1.   Order of business

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

2.   Declaration of interests

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

3.   Deputations

If any

Minutes

4.1   Transport and Environment Committee 29 October 2013 (circulated) - submitted for approval as a correct record

5.   Key decisions forward plan

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

6.   Business bulletin

6.1   Transport and Environment Committee Business Bulletin (circulated)

7.   Executive decisions

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

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

7.3   Governance of Major Projects - Water of Leith and Braid Burn Flood Prevention Schemes – report by the Director of Services for Communities (circulated)

7.4   HS2 Phase Two Consultation "Better Connections" Response – report by the Director of Services for Communities (circulated)

7.5   Issues Arising from Cycling on City Centre Pavements – report by the Director of Services for Communities (circulated)

7.6   Trees in the City - Finalised Policy and Action Plan - report by the Director of Services for Communities (circulated)

7.7 Landfill and Recycling Update – report by the Director of Services for Communities (circulated)

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

7.9 Subsidised Bus Service Contracts – report by the Director of Services for Communities (circulated)

7.10 Street Lighting – Result of White Light Pilot - report by the Director of Services for Communities (circulated)

7.11 Zero Waste Project - Edinburgh and Midlothian – Residual Waste Treatment Progress Report - report by the Director of Services for Communities (circulated)

7.12 George Street Trial – Festival Layout – report by the Director of Services for Communities (circulated)

7.13 2013/14 Road and Pavement Capital Investment Update – report by the Director of Services for Communities (circulated)

7.14 Review of George IV Bridge to King's Buildings Cycle Route – report by the Director of Services for Communities (circulated)

7.15 Parking Satisfaction Survey 2013 - The Results– report by the Director of Services for Communities (circulated)

7.16 Proposed Changes to the Delivery of Road Safety Education, Training and Publicity – Police Scotland Withdrawal of Services – report by the Director of Services for Communities (circulated)

7.17 Public Bowling Greens – report by the Director of Services for Communities (circulated)

7.18 Services for Communities Financial Monitoring Period 8 – report by the Director of Services for Communities (circulated)

8.   Routine decisions

8.1 Objections to Proposed Waiting Restrictions Morningside Grove – Traffic Regulation Order – report by the Director of Services for Communities (circulated)

8.2 Carmel Avenue at Pentland View Road, Kirkliston - Proposed double yellow lines on corner - Objections to Traffic Regulation Order – report by the Director of Services for Communities (circulated)

8.3 Representations to the Dreghorn Loan (Polofields) Road Construction Consent - report by the Director of Services for Communities (circulated)

8.4 Edinburgh Community Solar Co-operative Proposal – Referral from the Corporate Policy and Strategy Committee (circulated)

8.5 Solar Photovoltaic Energy – Proposed Council Sites – Referral from the Economy Committee (circulated)

9. Motions

9.1 By Councillor Gardner – Edinburgh Living Landscapes Initiative

"Committee agrees to call for a report by the Director of Services for Communities on progress made to date in delivering the Edinburgh Living Landscapes Initiative."

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

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

Information about the Transport and Environment Committee

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

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

Further information

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

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

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

Transport and Environment Committee

10.00 am, Tuesday, 29 October 2013

Present

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

1.   Deputation: Essential Edinburgh: Response to Report

The Committee agreed to hear a deputation from Andy Neal (Chief Executive) on behalf of Essential Edinburgh, in relation to the report on Building a Vision for the City Centre.

The deputation was supportive of the report, particularly:

- The continuation of buses using Princes Street
- The incorporation of residential properties and café culture at the junction of Castle Street and Princes Street.
- The review of bus routes and subsequent passenger movement.

 Mr Neal commented that he hoped that work could begin in the spring of 2014.

Decision

The Convener thanked the Deputation for the presentation and invited Mr Neal to remain for the Committee's consideration of the report by the Director of Services for Communities at item 5 below.

2.   Minutes

Decision

To approve the minute of the Transport and Environment Committee of 27 August 2013 as a correct record.

3.   Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for the period January 2014 to March 2014 was submitted.

Decision

To note the Key Decisions Forward Plan for January to March 2014.

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

4. Business Bulletin

The Transport and Environment Committee Business Bulletin for 29 October 2013 was presented.

Decision

To note the Business Bulletin.

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

5. Building a Vision for the City Centre – Consultation Outcome

Following consultation with a number of key stakeholders, approval was sought for the overarching objectives and changes to be trialled as part of a long term strategic vision and delivery plan to improve the City Centre.

Motion

1) To note the outcome of the consultation process.

2) To agree to proceed with the trial proposal outlined in paragraph 2.24 of the Directors report.

3) To note that monitoring and evaluation of the trial will be regularly carried out through an oversight group.

4) To note that targets are to be established, monitored and evaluated to determine the success of the trial along with other associated initiatives.

- moved by Councillor Hinds, seconded by Councillor Orr

Amendment 1

Insert the following after 3.1.1 and renumber accordingly.

"notes the increasing evidence that greater pedestrian and cycling provision, rather than car parking, increases footfall and spending in city centres (in particular, the Living Streets report entitled 'The Pedestrian Pound') and instructs officers to study this evidence and include consideration of it in the comprehensive review of parking provision in the City Centre."

- moved by Councillor Bagshaw, seconded by Councillor Booth

Amendment 2

Committee

1) Notes the outcome of the Consultation Report

2) Deletes 3.1.3 & 3.1.4

3) Agrees to commission a comprehensive survey of the origin and destination of users and visitors of all modes of transport to fully understand the patterns of City Centre travel as detailed at paragraph 2.28 of the Report

4) Bus services will continue to operate in both direction for the 12 month trial to allow assessment if impact and integration of the tram service.

5) Improve the quality and function of the space at the junction of Castle Street and Princes Street to allow for a greater range of activities to take place. This will include the implementation of an operation plan for markets in Castle Street.

6) Continue to work with retailers to extend their opening hours.

7) Work with all the main bus operators including Lothian Buses to review bus frequency and volume along Princes Street with a view to reducing the numbers crossing the City Centre.

8) Review the traffic management arrangements following the introduction of tram passenger service in 2014, specifically in relation to the relationship between bus and tram services and movement.

9) Undertake a comprehensive review of parking provision in the City Centre including investigation of alternatives to on street parking, with a view to maintaining the current levels, but creating more space for pedestrians and cyclists.

10) Increase cycle parking provision in the City Centre.

11) Review the timing of key City Centre junctions with a view to increasing the pedestrian priority.

12) Investigate the options for improving the management of trade waste to maximise recycling and minimise the amount of on-street waste and collections.

13) Undertake a systematic approach to de-cluttering and removal of unnecessary street furniture and signs. It will also progress targeted repair of damaged footways and carriageway within the City Centre area.

- moved by Councillor Mowat, seconded by Councillor Jackson

In accordance with Standing Order 20(7) Amendment 1 and paragraphs 1, 3, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of Amendment 2 were accepted as an addendum to the motion

Voting

For the motion (as adjusted)   -   13 votes
For amendment 2   -   3 votes

Decision

1) To note the outcome of the consultation process.

2) To note the increasing evidence that greater pedestrian and cycling provision, rather than car parking, increases footfall and spending in city centres (in particular, the Living Streets report entitled 'The Pedestrian Pound') and instructs officers to study this evidence and include consideration of it in the comprehensive review of parking provision in the City Centre."

3) To agree to proceed with the trial proposal outlined in paragraph 2.24 of the Directors report.

4) To note that monitoring and evaluation of the trial will be regularly carried out through an oversight group.

5) To note that targets are to be established, monitored and evaluated to determine the success of the trial along with other associated initiatives.

6) To agree to commission a comprehensive survey of the origin and destination of users and visitors of all modes of transport to fully understand the patterns of city Centre travel as detailed at paragraph 2.28 of the Report

7) To improve the quality and function of the space at the junction of Castle Street and Princes Street to allow for a greater range of activities to take place. This will include the implementation of an operation plan for markets in Castle Street.

8) To continue to work with retailers to extend their opening hours.

9) To work with all the main bus operators including Lothian Buses to review bus frequency and volume along Princes Street with a view to reducing the numbers crossing the City Centre.

10) To review the traffic management arrangements following the introduction of tram passenger service in 2014, specifically in relation to the relationship between bus and tram services and movement.

11) To undertake a comprehensive review of parking provision in the City Centre including investigation of alternatives to on street parking, with a view to maintaining the current levels, but creating more space for pedestrians and cyclists.

12) To increase cycle parking provision in the City Centre.

13) To review the timing of key City Centre junctions with a view to increasing the pedestrian priority.

14) To investigate the options for improving the management of trade waste to maximise recycling and minimise the amount of on-street waste and collections.

15) To undertake a systematic approach to de-cluttering and removal of unnecessary street furniture and signs. It will also progress targeted repair of damaged footways and carriageway within the City Centre area.

(References – Transport and Environment Committee 19 March 2013 (Item 28) and 4 June 2013 (Item 11); report by the Director of Services for Communities, submitted.)

6. Appointment of Recycling and Resources Manager

Approval was sought to extend the appointment of the Recycling and Resources Manager, on an interim basis, for a further period of 9 months. The appointment to this post was necessary to deliver a programme of cultural change, implement the asset management system between September and December 2013 and introduce the new recycling service in 2014.

Decision

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

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

7. Transport for Edinburgh Ltd and Lothian Buses Board Composition

The recruitment process to appoint the three remaining non-executive directors with transport experience to Transport for Edinburgh Ltd and Lothian Buses was now progressing. The Council's recruitment committee had met to approve the advert and specification for these appointments. It was anticipated that one of the candidates would also be appointed as the Chair of Lothian Buses.

The recruitment process was due to be completed at the end of November 2013 with the recommendations of the recruitment committee along with the composition of the Lothian Buses Board being brought before Council on 12 December 2013 for decision.

Decision

1) To note and approve the process for the recruitment of non-executive directors to Transport for Edinburgh and Lothian Buses.

2) To note that the appointment of the non-executives and the proposals for the composition of the Lothian Buses board would be reported to the Council meeting on 12 December 2013.

(References – Act of Council No 10 of 22 August 2013; report by the Chief Executive, submitted.)

8. Parking in Central Edinburgh During the Winter Festival

Information was provided on proposals to implement free parking in the city centre over the winter festival period (2013). This would support late city centre shopping and promote the Edinburgh City Centre Experience which aimed to boost the local economy by attracting visitors to central Edinburgh.

Motion

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

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

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

2) To instruct the Director of Services for Communities to advertise the relevant notices to introduce this arrangement.

3) To note that a further report would be submitted next year to the Committee on ways in which sustainable transport contributed to positive promotion of the city centre.

4)   To agree that, in future, any consultation process on similar proposed schemes would include residents.

- moved by Councillor Hinds, seconded by Councillor Orr

Amendment

Delete the recommendations as set out in the report by the Director of Services for Communities and replace with:

1)   To note that in the evaluation of the similar previous scheme half of those who had used free parking said that it made no difference to their decision to stay on in the city centre and that the cost-effectiveness of it has not been prove.

2)   To note the decision of Full Council of 22 November 2012 '[t]o regret the decision to begin the process of initiating the winter campaign without dully evaluating experience to date but accept, at this late stage, that the winter scheme as described in the report but the Director of Services for Communities should go ahead for the planned period of 3 December 2012 to 5 January 2013 inclusive and '[t]o request that sufficiently in advance of any future such schemes, a full option appraisal as to various means of achieving the objectives in a way which was consistent with the city's transport, planning and long term sustainable development goals be presented.

3)   No further action to be taken until that decision has been duly implemented.

- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

For the motion   -   14 votes
For the amendment   -   2 votes

Decision

To approve the motion by Councillor Hinds.

(References – Act of Council No 14 of 22 November 2012; report by the Director of Services for Communities, submitted.)

9.   Trade Waste Policy Options

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

Decision

1)   To agree to trialling timed trade waste collections in Rose Street (and its lanes), the High Street and Leith Walk for a period of up to nine months commencing 6th January 2014.

2)   To note the intention to submit progress reports to this Committee on the outcome of the pilots before and after the Summer Festival Period.

3)   To note the importance of having a compliance team in place to provide information and enforcement to businesses and to support the implementation of the three pilots.

 (References – Transport, Infrastructure and Environment Committee 23 November 2012 (Item 7); report by the Director of Services for Communities, submitted.)

10.   Towards a Litter-Free Scotland – Consultation on a Strategy to tackle and prevent Litter and flytipping

The Council had been invited to comment on the Scottish Government Consultation on a strategy to tackle and prevent litter and flytipping. The closing date for responses was 27 September 2013. Details were provided on the response which had been prepared in consultation with elected members and submitted by Services for Communities on behalf of the Council.

Decision

To note the response to the consultation document set out in Appendix 1 of the report by the Director of Services for Communities.

(Reference – Transport and Environment Committee 27 August 2013 (Item 6) report by the Director of Services for Communities, submitted.)

11.   Events in Parks and Greenspace

The Council's Edinburgh Parks Events Manifesto provided a strategic and proactive approach to planning and managing events within Edinburgh's parks and greenspaces.

Approval was sought to carry out a review and consultation exercise to determine if changes were required to the Manifesto.

Decision

1)   To acknowledge the success of the Edinburgh Parks Events Manifesto in managing events in parks in a more sustainable manner.

2)   To note the more general issues being raised by stakeholders regarding the management of events in the city's parks.

3)   To approve a review and consultation exercise to determine whether changes were required to the Edinburgh Parks Events Manifesto and to identify any further improvements to the management of events in Edinburgh's parks.

(References – Policy and Strategy Committee 31 August 2010 (Item 8); report by the Director of Services for Communities, submitted.)

12.   Chair

At this point in the proceedings, the Convener (Councillor Hinds) vacated the Chair and the Vice-Convener (Councillor Orr) assumed the Chair.

13.   Winter Weather Preparations 2013/14

Preparations and arrangements to deal with any severe winter weather event had arisen from a comprehensive review of winter weather preparedness following the severe winters of 2009/10 and 2010/11. A summary was given of the key measures and maintenance plans which had been put in place for winter 2013/14.

Decision

To note and endorse the action taken to prepare for winter 2013/14.

(References – Transport and Environment Committee 23 November 2012 (Item 11); - report by the Director of Services for Communities, submitted.)

14.   Chair

At this point in the proceedings, the Vice-Convener (Councillor Orr) vacated the Chair and the Convener (Councillor Hinds) assumed the Chair.

15.   Road and Pavement Prioritisation Review 2013

Approval was sought for amendments to the procedures currently being used to prioritise road and footway resurfacing throughout Edinburgh.

Decision

1)   To approve the reduction in the bus weighting as shown in Appendix B of the report by the Director of Services for Communities.

2)   To approve the allocation for Type 3 and Type 4 carriageways as detailed in section 2.4 of the report.

3)   To approve the allocation for local footways as detailed in section 2.9 of the report.

4)   To approve a review of on-road cycle prioritisation at a future date, as detailed in sections 2.11 and 2.12 of the report..

5)   To request that the Director of Services for Communities report back to Committee in advance of the budget being set for the 2014/15 financial year.

(References – Transport and Environment Committee 23 November 2012 (Item 4); report by the Director of Services for Communities, submitted.)

16.   Road and Footway Investment – Capital Programme for 2014/15

Approval was sought for the allocation of the Road, Footway and Street Lighting Capital budget and programme of works for 2014/15.

Decision

1)   To approve the allocation of the capital budget for 2014/15 shown in Appendix A of the report by the Director of Services for Communities.

2)   To approve the programme of proposed works for 2014/15, as detailed in section 2 of the report and in Appendices B and D to the report.

3) To approve the proposal to submit a 2013/14 update report to Committee in January 2014, as detailed in section 2.27 of the report.

4) To note that reasons for deferral of schemes be included in future reports.

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

17. Review of Subsidised Bus Service Contracts 2013

Approval was sought for the continuation of the Council funding or part-funding a number of Local Bus Service Contracts. The annual Council budget for this purpose amounted to £1.15m, plus £80,000 agreed for 2013/2014.

Decision

1) To agree that the current Subsidised Bus Service Contracts funded by the Council in the main represented good value for money and helped to achieve key aims of the Council.

2) To note that a number of contracts were to be tendered in the near future and that others would be re-tendered within the next 12 months.

3) To note that the performance of Hogmanay Free Night Bus service N43 would be monitored.

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

18. Temporary Pedestrian Crossing - Motion by Councillor Bagshaw

In response to a motion by Councillor Bagshaw, information was provided on the current practice and future use of portable traffic signals for pedestrians at road works and the reasons for these procedures.

Decision

1) To approve the future use of portable traffic signals for pedestrians at road works where appropriate.

2) To acknowledge that the Highways Agency specifications should be followed and only type approved equipment used.

3) To note that Public Utility (PU) and other road maintenance contractors would be consulted on the appropriate use of portable traffic signals, for pedestrians, whenever roadworks were being planned.

4) To note the intention to incorporate the use of portable traffic signals for pedestrians into a revised version of the Edinburgh Roadworks Ahead Agreement (ERWAA).

5) To note that there may be significant financial implications for contractors, PUs and the Council, but recognise the need to balance those implications against the requirements of vulnerable road users such as young people, the elderly and the disabled and instructs officers to ensure provision of portable pedestrian facilities for any work lasting over three days on the basis that it be considered

by the Member/Officer Working Group in the first instance and reported back to Committee in 6 months.

6)   To discharge the motion by Councillor Bagshaw.

(References – Transport and Environment Committee 15 January 2013 (Item 23); report by the Director of Services for Communities, submitted.)

19.   Priority Parking Update – Various Areas, Edinburgh

An update was given on the progress of investigations into the introduction of priority parking schemes in various areas around Edinburgh. Recommendations were made based on the results of the investigations.

Decision

1)   To approve the abandonment of priority parking proposals in Groathill/Maidencraig, Brunstane and Roseburn for the reasons detailed in the report by the Director of Services for Communities.

2)   To note the progress made on proposals in Blackford/Nether Liberton, Murrayfield, Lockharton, Priestfield and Craigleith areas.

3)   To repel the objections received during the formal consultation on priority parking in the Blinkbonny area.

4)   To approve the phased introduction of the Blinkbonny Priority Parking scheme.

5)   To note the intention to consult with residents in the Saughton and Balgreen areas around the future tram stops on potential parking problems and to ascertain if parking controls were required.

6)   To note the intention to consult with residents in the Craigour area regarding the relocation of the Royal Hospital for Sick Children(RHSC) to ascertain if parking controls were required if parking problems arise.

(Reference – Transport and Environment Committee Report 19 March 2013 (Item 38); report by the Director of Services for Communities, submitted.)

20.   Vehicle Activated Speed Signs - Priority List of Future Sites

Approval was sought for the construction of Vehicle Activated Speed Signs (VASS).at two sites, on the A8 at the Royal Bank of Scotland's HQ and on the A90 Hillhouse Road on the westbound carriageway to the west of the Blackhall dip.

Decision

1)   To approve the introduction of VASS equipment at the two sites detailed.

2)   To note that each site would be consulted upon with residents, relevant Neighbourhood Partnerships and local Councillors prior to any installation works.

(References – Transport, Infrastructure and Environment Committee 4 May 2010 (Item 10): report by the Director of Services for Communities, submitted.)

21.   Broughton/Stockbridge – Amendment to Parking Charges

Approval was sought to commence the statutory procedure to vary the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme to amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from thirty minutes maximum stay to one hour maximum stay.

Decision

To commence the statutory procedure to vary the Traffic Regulation Order governing the Broughton/Stockbridge Parking Scheme to amend the parking charges on Broughton Street, Rodney Street and Dean Haugh Street from thirty minutes maximum stay to one hour maximum stay.

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

22.   Landfill and Recycling Update

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The positive trend in performance was continuing with the amount of waste sent to landfill so far in 2013/14 reducing by 4,998 tonnes or 8% when compared against the same period last year. Based on tonnage data for the period ending August 2013 and taking into account seasonal factors it was forecast that 132,708 tonnes would be sent to landfill this year, 4,538 tonnes or 3.3% less than the previous year.

Decision

To note the performance information.

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

23.   Saughton Park and Garden Heritage Lottery Fund Project Board

It was proposed to establish a project sounding board made up of elected members, relevant officials and representation from the Royal Caledonian Horticultural Society to help facilitate the restoration of Saughton Park and Gardens.

Decision

1)   To note the project governance and management arrangements being put in place.

2)   To establish a project sounding board consisting of local ward members and the Convener of the Transport and Environment Committee.

(Reference – Transport and Environment Committee 27 August 2013 (Item 28); report by the Director of Services for Communities, submitted.)

24.   Ban cycling on City Centre pavements by Cyclists over 12 Years

The Petitions Committee had referred a petition entitled 'Ban cycling on City Centre pavements by cyclists over 12 years' to this Committee for consideration.

The Petitions Committee had otherwise agreed:

1) To note that the Director of Services for Communities would investigate the possibility of including the promotion of cyclist/pedestrian safety within the Active Travel Action Plan & Road Safety Action Plan.

2) To note the discussions on the possibility of holding a city wide initiative in response to the issues in the petition

3) To note that Police Scotland would provide statistics on the number of and location of pedestrian/cyclist collisions and the number of fixed penalty notices issued for cycling on the footpath to the City of Edinburgh Council.

4) To ask that the issue of footpath cycling and its consequences be discussed further at Tactical and Co-ordination Groups (TAC) of Neighbourhood Partnerships and that an update be provided to the Petitions Committee within 12 months on any actions that have been taken.

Decision

1) To note the terms of the Petition.

2) To request the Director of Services for Communities to submit a report to the Transport and Environment Committee on 14 January 2014 on the issues raised in the Petition.

(References – Petitions Committee 5 September 2013 (Item 3); report by the Head of Legal, Risk and Compliance, submitted.)

25. Solar Photovoltaic Energy – A Strategic Approach

The Economy Committee had considered a report by the Head of Economic Development setting out an approach to supporting jobs and investment in the city's energy sector and detailed proposals to develop the business potential of solar photovoltaic energy arrays.

The Economy Committee agreed

1) That the Economic Development Service develops, in collaboration with other Council services, a strategic framework to support jobs and investment in the city's energy sector, building in provision for solar photovoltaic arrays and other innovative technologies.

2) To receive an interim report on the energy framework by February 2014.

3) To instruct the Director of Services for Communities to identify Council Land (such as landfill sites) which could be allocated for the necessary 25 years to ensure adequate return on investment and report back within one cycle.

4) To note that it was the responsibility of the Transport and Environment Committee for delivering these projects.

5) To recommend to the Transport and Environment Committee that solar photovoltaic array projects on these sites should be delivered at no capital cost to the Council.

6) To recommend to the Transport and Environment Committee that a proportion of the electricity produced by these projects be directed to mitigate against fuel poverty in the City.

7) To refer the report by the Head of Economic Development to the Transport and Environment Committee.

Decision

To note the report.

(References – Economy Committee 17 September 2013 (item 13); report by the Head of Legal, Risk and Compliance, submitted.)

26. Britain in Bloom Award

The City of Edinburgh had been announced as the winner of Large City category and awarded a gold medal in this year's "Britain in Bloom" Awards.

Members thanked and congratulated all staff and groups for their hard work and endeavour in achieving the gold medal.

Decision

1) To recognise Edinburgh's success in the Britain in Bloom Awards 2013.

2) To note the opportunity for Edinburgh to go forward into the "Entente Florale Europe" stage of the competition.

3) That arrangements be made to formally recognise the various partner organisations, community groups and volunteers who helped achieve this award for the City.

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

27. Public Utility Performance, Quarter 2 (13/14)

Performance information relating to public utility companies for the second quarter of 2013/14 (July to September 2013) was submitted.

Decision

To note the report and the performance information.

(References – Transport and Environment Committee, 27 August 2013 (Item 17), report by the Director of Services for Communities, submitted.)

28. Sustainable Scotland Network Conference 2013

Decision

To note the action taken by the Director of Services for Communities in consultation with the Convener, in authorising the attendance of Councillor Burgess at the Sustainable Scotland Network Conference in Edinburgh on 7 November 2013.

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

29. Study Trip on Integrated City Sustainable Solutions in Copenhagen

Decision

To note the action taken by the Director of Corporate Governance, in consultation with the Leader and Deputy Leader of the Council, in authorising the attendance of Councillor Orr on the Study Trip on Integrated City Sustainable Solutions in Copenhagen on 19 and 20 September 2013.

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

30. Braid Road – Motion by Councillor McInnes

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

"Committee:

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

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

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

Decision

1)   To approve paragraphs 1 and 2 of the motion.

2)   To agree that traffic speed issues on Braid Road would be addressed as part of the overall report back to Committee on 20mph speed limits.

Transport and Environment Committee
March to June 2014

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Transport Forum – First Year Review	18 Mar 2014	All	Director: Mark Turley Lead Officer: Lynda Haughney, Strategic Planning Officer 0131 469 3633 lynda.haughney@edinburgh.gov.uk	
2.	Living Landscapes	18 Mar 2014	All	Director: Mark Turley Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
3.	High Hedges (Scotland) Bill	18 Mar 2014	All	Director: Mark Turley Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	

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Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
4.	Proposed Waiting Restrictions – Fairmile Avenue at Oxgangs Road	18 Mar 2014		Director: Mark Turley Lead Officer: Mike Avery, Neighbourhood Manager 0131 529 3801 mike.avery@edinburgh.gov.uk	
5.	Leith Programme (Foot of the Walk to Pilrig Street) – Objections to Traffic Regulation Order	18 Mar 2014		Director: Mark Turley Lead Officer: Andrew Easson, Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	
6.	Edinburgh Roadworks Ahead Agreement 2014	18 Mar 2014		Director: Mark Turley Lead Officer: Stuart Harding, Performance Manager 0131 529 3754 stuart.harding@edinburgh.gov.uk	
7.	Residential On-Street Cycle Parking – Various Locations – Objections to Traffic Regulation Order	18 Mar 2014		Director: Mark Turley Lead Officer: Paul Matthews, Professional Officer (Cycling) 0131 469 3700 paul.matthews@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
8.	Leith Programme (Design and Implementation)	18 Mar 2014		Director: Mark Turley Lead Officer: Anna Herriman, Partnership and Information Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	
9.	Subsidised Bus Contracts – Rural West Edinburgh	18 Mar 2014		Director: Mark Turley Lead Officer: Ewan Horne, Professional Officer 0131 469 3658 ewan.horne@edinburgh.gov.uk	
10.	Edinburgh Public Realm Strategy – Prioritisation Process and Scope of Review	18 Mar 2014		Director: Mark Turley Lead Officer: Karen Stevenson, Senior Planning Officer 0131 469 3659 karen.stevenson@edinburgh.gov.uk	
11.	Approval of Short List of Measures for the Draft Forth Estuary Local Flood Risk Management Plan	3 June 2014		Director: Mark Turley Lead Officer: Alvin Barber, Senior Professional Officer 0131 469 3748 alvin.barber@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
12.	Public Utility Company Performance 2013/2014	3 June 2014		Director: Mark Turley Lead Officer: Stuart Harding, Performance Manager 0131 529 3754 stuart.harding@edinburgh.gov.uk	
13.	Bus Lane Network Review – Objections to Traffic Regulation Order – Amending/Removing Various Bus Lanes	3 June 2014		Director: Mark Turley Lead Officer: Len Vallance, Senior Professional Officer 0131 469 3629 len.vallance@edinburgh.gov.uk	
14.	Ratcliffe Terrace/Grange Loan/ Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order	3 June 2014		Director: Mark Turley Lead Officer: Callum Smith, Professional Officer 0131 469 3592 c.smith@edinburgh.gov.uk	
15.	Parks and Greenspace – Edinburgh Parks Events Manifesto	3 June 2014		Director: Mark Turley Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	

Transport and Environment Committee

10.00 am Tuesday 14 January 2014

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

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THE CITY OF EDINBURGH COUNCIL

Transport and Environment Committee

Convener:	Members:	Contacts
Convener Cllr Lesley Hinds Vice- Convener Cllr Jim Orr 	• Cllr Robert Aldridge • Cllr Nigel Bagshaw • Cllr Gavin Barrie • Cllr Chas Booth • Councillor Deidre Brock • Cllr Karen Doran • Cllr Nick Gardner • Cllr Bill Henderson • Cllr Allan Jackson • Cllr Karen Keil • Cllr Mark McInnes • Cllr Joanna Mowat • Cllr Ian Perry • Cllr Andrew Burns (ex officio) • Cllr Steve Cardownie (ex officio)	Marie Craig Business Manager ☎ 0131 529 7739 Cathy Wilson Business Manager ☎ 0131 529 3473 Lesley Birrell Committee Services ☎ 0131 529 4240 Stuart McLean Committee Services ☎ 0131 529 4106

Recent news	Background

Parks Quality Assessment and Green Flag Award

2013 PQA Results

Overall, parks quality continues to improve year-on-year, a reflection of resources being focused on areas of greatest priority by Neighbourhood and Specialist teams. Areas of improvement since 2012 include accessibility, safety and security, equipment maintenance, nature conservation, information/interpretation, grounds maintenance, and tree/woodland management. However, the most notable improvement is in the marketing of parks, no doubt aided by improved website data and the introduction of *Edinburgh Outdoors.*

Only 56% of parks met the Council's minimum standards in 2008. Now 93% of parks meet these standards. This year's assessments saw a further five sites meet the standard, leaving only 11 sites across the city to be brought up to grade. Moreover, for the first time the results show that no parks were assessed as 'Poor'. Overall 31 sites improved a bandwidth this year, meaning that 58% of Edinburgh's parks are now deemed 'Very Good' or 'Excellent'.

A slight dip in the percentage of Natural Parks meeting the Edinburgh Minimum Standard was noted and is due to new natural sites being assessed this year. This was balanced by another increase in the number of Community Parks meeting the standard. Notably, it continues to prove difficult for a number of Premier Parks to achieve or maintain the minimum standards expected of their classification, limited investment in ageing infrastructure and facilities being a key determinant.

This year, all but one neighbourhood (City Centre and Leith) met the target of 90% of sites meeting the Edinburgh Minimum Standard and analysis of the Average Park Quality Scores shows a similar picture of continued improvement across five of the six neighbourhoods.

Nevertheless, 37 of the 137 parks assessed this year suffered a reduction in their Park Quality Score, and of the seven sites that deteriorated most, four are of Green Flag

Further information can be found at:

http://www.edinburgh.gov.uk/info/495/parks_gardens_and_open_spaces/765/green_flag_parks/3

Award standard. This suggests that whilst efforts to raise the quality of the poorer scoring sites are a priority, it is also important that the standards of these award winning sites are sustained.

Park Improvement Plans

Each year, three improvement actions are agreed for every park, based on the findings of the PQA process. This seeks to ensure that prioritised improvements are undertaken in every park, thereby improving quality across the whole parks estate. Site improvement recommendations for the coming year focus on grounds maintenance (76), infrastructure maintenance (53), information provision (44), litter management (36), and signage (35).

Green Flag Awards

Green Flag Awards are a way of recognising parks of high quality. Judged on an annual basis, each park submitted for a Green Flag Award undergoes thorough scrutiny by independent assessors. The scheme also includes a Green Flag Community Award, which is to reward sites of excellence that are managed by the community.

In 2011 Edinburgh was included in the pilot of the Green Flag Group Award Scheme. This means existing Green Flag Award winning sites are automatically awarded Flags if the standard is maintained following self assessment and a peer review process. As a result the Council now has 24 Green Flag Award parks, plus a Green Flag Community Award for Corstorphine Walled Garden. This is more Green Flag Awards than any other UK local authority.

An additional four Green Flag Awards will be sought in 2014.

Edible Edinburgh

The Edible Edinburgh initiative aims to develop a sustainable food city *'where good food is available and accessible for all, making for healthy people, thriving communities and a sustainable environment.'*

Chaired by Cllr Hinds, Edible Edinburgh steering group members include:

Public Sector: The City of Edinburgh Council, NHS Lothian, Scotland's Rural College, Zero Waste Scotland and Edinburgh University.

Private Sector: Scotland Food & Drink, Iglu Restaurant, Waitrose, Stirfresh and Bread Matters.

Third Sector: Soil Association Scotland, Nourish Scotland, Transition Edinburgh and EVOC.

Over the course of 2013 Edible Edinburgh:

i. has engaged with a wide range of organisations to explore how best to support Edinburgh developing as a sustainable food city;

ii. has conducted a city-wide consultation on this;

iii. has delivered *Feed the 5,000*, a major event engaging the public on issues of sustainable food and food waste;

iv. is developing a strategy and action plan for a sustainable food city, and

v. has established governance arrangements for delivery of the strategy through community planning structures (via Edinburgh Sustainable Development Partnership – one of eight cross cutting partnerships).

Some key benefits of this work to the Council include:

i. supporting implementation of the Council's Sustainable Edinburgh 2020 framework and action plan;

ii. supporting fulfilment of the Council's Public Bodies Duties arising from the Climate Change (Scotland) Act;

iii. using food to engage a wide range of individuals, groups and organisations in addressing some of today's most pressing social, economic and environmental problems and to make healthy and sustainable food a defining characteristic of our city;

iv. Supporting and strengthening community planning priorities linked to food under the themes of culture, health, land, environment, procurement and economy;

v. production of a strategy to guide and drive the development of Edinburgh as a sustainable food city and supporting access to potential funding sources for action plan priorities, and

vi. strengthening and expanding the activity and influence of existing food projects and networks in the city, particularly addressing food poverty.

Forthcoming activities:

Edible Edinburgh

The Edible Edinburgh steering group is currently developing a sustainable food city strategy and action plan based on engagement and consultation work to date. A final draft will be reported to the Council in due course requesting support for this as the city food strategy and for implementing relevant action plan priorities.

Transport and Environment Committee
Policy Development and Review Sub-Committee

February 2014 to July 2014

Title / description	Sub section	Category or type	Lead officer	Starting point	Stakeholders	Progress updates	Start date	Due date
Park Seats	To respond to an action from TIE Committee 9 February 2010		David Jamieson Parks and Greenspace Manager		Public, staff, councillors	To be confirmed		10 February 2013
20mph Areas	To provide an overview of progress		John Bury Acting Head of Transport		Public, staff, councillors	To be confirmed		8 May 2013
Bus/Tram Integration	To provide an overview of progress		John Bury Acting Head of Transport		Public, staff, Transport for Edinburgh Ltd	To be confirmed		8 May 2014
School Streets	To consider progress with policies		John Bury Acting Head of Transport		Public, staff, councillors	To be confirmed		31 July 2014

Title / description	Sub section	Category or type	Lead officer	Starting point	Stakeholders	Progress updates	Start date	Due date
Parking Action Plan Review	To consider future policies on parking		John Bury Acting Head of Transport		Public, staff, councillors	To be confirmed		

Transport and Environment Committee

10am, Tuesday, 14 January 2014

Local Transport Strategy 2014-2019

Item number	7.2
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

Contact: Lynda Haughney, Professional Officer, Strategic Planning

E-mail: Lynda.Haughney@edinburgh.gov.uk | Tel: 0131 469 3633

Executive summary

Local Transport Strategy 2014-2019

Summary

This report addresses the second phase of consultation on the draft Local Transport Strategy. The final draft of the Strategy is provided in Appendix 1.

Recommendations

It is recommended that the Committee approve the draft Local Transport Strategy 2014–2019 as final.

Measures of success

The measures of success of the Local Transport Strategy will be:

- to make positive progress towards the trend targets set out in the [Transport 2030 Vision](#);

- to meet the modal shift targets contained within the strategy, thus supporting carbon reduction, adaptation to climate change, and sustainable and active travel; and

- to implement the policies and objectives within the Strategy in a way that enhances the Council's reputation for excellence, inclusivity and responsiveness to Edinburgh's communities.

Financial impact

Many of the major transport investments over the next five years will be delivered in partnership with other internal and external agencies. Estimated costs are contained within Appendix 2 of the Local Transport Strategy.

Equalities impact

An Equalities and Rights Impact Assessment was prepared for the Local Transport Strategy, and is available on request from the Director of Services for Communities. There are no direct negative equalities or human rights impacts anticipated.

Sustainability impact

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

The proposals in this report will reduce carbon emissions because the Strategy's principal aims include both reducing the need to travel and achieving a shift to more sustainable modes of transport that will bring reduced carbon dioxide and nitrogen oxide emissions.

The proposals in this report will increase the city's resilience to climate change impacts because the Strategy's principal aims include both reducing the need to travel and achieving a more integrated public transport network that offers an attractive alternative to car travel.

The proposals in this report will help achieve a sustainable Edinburgh because the Strategy's actions include improving the extent of the public transport offering in Edinburgh, thus enhancing social inclusion and equality of opportunity. It also aims to improve facilities for cyclists and pedestrians, thus promoting personal wellbeing.

The Strategy underwent a full Strategic Environmental Assessment, which was made available for public review and comment between 28 August and 18 October 2013.

The revised independent SEA Environmental Report, following a period of consultation with relevant authorities and the general public, is available at www.edinburgh.gov.uk/localtransportstrategy.

Consultation and engagement

A first phase of consultation was held between January 2013 and April 2013, the details of which were set out in full in a report to the Transport and Environment Committee on 27 August 2013.

Further to approval of the draft Strategy at the Committee, a period for comment ran from 28 August 2013 to 18 October 2013. This was later extended by special arrangement to allow input from some organisations on request.

The following stakeholders were contacted: the Transport Forum, the Community Councils, the Neighbourhood Partnerships, Edinburgh Partnership partners, the Regional Transport Authority, Equalities representatives, transport and planning organisations and lobby groups (eg Transform Scotland, Spokes), various members of the Edinburgh business community, and interested members of the public.

A notice was placed in the Evening News and the Scotsman at the beginning of September 2013, and the consultation was publicised through @edintravel.

A total of 22 submissions were received. These submissions, and the Council's responses, can be found at www.edinburgh.gov.uk/localtransportstrategy.

Background reading/external references

A copy of the report to the 27 August Transport and Environment Committee, entitled: *Local Transport Strategy 2014–2019: Consultation Version,* can be found at Council Papers OnLine, at:
http://www.edinburgh.gov.uk/meetings/meeting/3067/transport_and_environment_committee .

Copies of the Phase 1 and Phase 2 consultation reports, and the Strategic Environmental Assessment Report, can be found at www.edinburgh.gov.uk/localtransportstrategy.

The Local Transport Strategy delivers on the following sustainable development policies:

Climate Change Framework

Local Community Plan

Local and Strategic Development Plans

Public Realm Strategy

Sustainable Edinburgh 2020

Sustainable Procurement Policy

Sustainable Travel Plan

Transport 2030 Vision

National and regional strategies interfacing with the Strategy include:

National Transport Strategy

The Road Safety Framework to 2020

Strategic Transport Projects Review

Cycling Action Plan for Scotland 2013

South East of Scotland Regional Transport Strategy

Edinburgh and South East Scotland Development Plan

The Equalities and Rights Impact Assessment for this report is available on request from the Director of Services for Communities

Report

Local Transport Strategy 2014-2019

1. Background

1.1   At its meeting of 27 August 2013, the Committee approved the Consultation Draft of the Local Transport Strategy 2014–2019 (LTS) to be circulated for comment by the public, equalities representatives and stakeholders. This period ran from the 28 August until 18 October and resulted in the LTS being modified to the final version, which is the subject of this report.

1.2   This new Local Transport Strategy continues the Council's long standing approach of enabling people to choose walking, cycling and public transport as sustainable modes of transport. The success of this approach is evidenced most recently by the 2011 Census which shows long term increases in travel by these modes in Edinburgh. More detail of this is set out in paragraph 2.7 of this report.

2. Main report

2.1   In January 2012, the Council identified a number of areas where it was facing major policy change. These included integrated transport, subsidised public transport provision, parking, speed limits, air quality, travel planning and school streets. An extensive consultation was undertaken to gather the views of the public and the Council's stakeholders on these areas. This has informed the key policies in the final Local Transport Strategy.

2.2   Other policy areas have either remained unchanged, have changed only slightly, or are being addressed through separate work streams. Community and Accessible Transport, for example, is undergoing a separate Council-wide review.

2.3   In a follow-up phase of consultation, a total of 22 responses were received, from the following:

- four members of the public
- Augustine United Church
- Central Radio Taxis
- Edinburgh Airport
- Essential Edinburgh
- Friends of the Earth
- Greenside Parish Church
- Living Streets
- Motorcycle Action Group

- Paths for All
- Pentlands Environment, Infrastructure and Transport Sub-group
- Police Scotland
- Road Haulage Association
- Saint John the Evangelist Church
- Scottish Environmental Protection Agency
- Scottish Enterprise
- Spokes
- Transform Scotland
- Transport Scotland

2.4   The comments have been considered. Some of the feedback was detailed and wide-ranging, and so responses have not been included in this report, but both stakeholder comments and the Council's responses are available to download at www.edinburgh.gov.uk/localtransportstrategy.

2.5   The table below gives a short summary of some of the main themes emerging from the consultation responses:

Topic	Comment	Response
Active Travel - funding	Some respondents expressed strong support for existing funding levels to be maintained, or even enhanced; and for a discrete budget for walking promotion to be established.	The Council notes this. Budget decisions are taken annually when the Council sets its budget, usually in February.
Active Travel – sharing space	Pedestrian/cyclist conflicts should be avoided where possible, and greater consideration given to physically segregated cycle paths.	A new policy dealing with shared use footways has been drafted. See LTS policy Pcycle8.
Air Quality	Various comments, including a request for clarification of the text re targets and limit values with regard to CO_2, and NO_x, and more explicit alignment with the Council's Air Quality Action Plan. Also comments re promotion of electric vehicles, and ongoing efforts by freight and public transport operators to embrace cleaner technologues.	Chapter Five, "Protecting Our Environment" was substantially revised in response to comments.

Parking	Opposition to the provision of off-street parking leading to a net increase in parking in the City Centre by some commenters.	The Council notes this. The Council's City Centre parking policies are set out in Park5, Park6 and Park7. Implementation will be progressed through the Parking Action Plan.
Street Design	Diverse comments re junction design, street clutter, public realm, etc.	The Council's approach to street design is led by the Scottish Government's *Designing Streets* policy statement. In line with this, it is developing revised Street Design Guidance to set out how these policies should be applied in a local context. The LTS provides part of the policy framework for the new guidance (in particular see section 7.1 and policy Streets1). Detailed comments made on design issues as part of the LTS consultation process will be taken into account in the preparation of the guidance.
Sunday Parking	Changes to Sunday parking restrictions could have a significant impact on Sunday worship, and also freight operations.	The Council notes the sensitivity around this issue. As stated in the LTS (Section 12.3.3), "any introduction of controls requires careful consideration and a good understanding of potential impacts." The LTS also states that the "Council will prepare detailed proposals for extension of Sunday parking controls in discussion with the Transport Forum and other key groups. […] The extent, nature and timing on controls will be subject of further consultation."

2.6 Outputs from the Equalities and Rights Impact Assessment, and the Strategic Environmental Assessment were also considered as part for the revision process.

2.7 Results of the 2011 Census show that, in Edinburgh, there has been a long - term increase in the mode shares of public transport, cycling walking for the journey to work over the last decade. Bus travel has grown, in contrast to decline in all other parts of Scotland and rail travel increased rapidly from a modest base. Cycling is growing well above the national average and more people walking to work, contrary to the national trend. Unique among local authorities in Scotland, Edinburgh has seen both a rising number and proportion of households that do not own a car and a declining proportion of people who drive to work.

2.8   In the course of drafting the new Strategy, some mode share targets were adjusted upwards to reflect progress already made. These are set out in Section 2.2 of the Local Transport Strategy. The Public and Accessible Transport Action Plan, which sets out actions for public service co-ordination in the city, has been modified accordingly.

2.9   The Local Transport Strategy will be monitored for progress towards targets and project delivery on an annual basis. A report will be submitted by the Director of Services for Communities on high level performance information at the end of each financial year.

2.10   Governance arrangements will be put in place to progress the key initiatives contained within the Strategy and ensure effective monitoring. A Priority Action Plan will be drawn up. Priority actions include:

- consulting with the public and stakeholders on detailed proposals for the 20mph network for the city centre, main shopping streets and residential areas. It is proposed to report to Committee on the draft network for consultation in May 2014.

- investigating a proposal for supported bus services, including pump-priming of new services. This will be tied to a review of the methodology for prioritising supported services, as set down in the Public and Accessible Transport Action Plan. It is proposed to report to Committee on the budget proposal in May 2014.

- reviewing City Centre parking, Sunday parking and Residents' parking as part of an overarching Parking Action Plan. This will be reported back to the Transport and Environment Committee in mid 2014.

- preparing a business plan for a new travel planning function in the Council. It is proposed to present this to Committee in September 2014.

- evaluating options to reduce emissions in the City Centre, with a view to reporting to Committee at the end of 2014. This work will be carried out in collaboration with the Scientific and Environmental Services function.

2.11   The final draft of the Local Transport Strategy 2014–2019 can be found in Appendix 1. Some very minor amendments may be made to the text in the final typesetting and design process. Substantive changes made to the text following consultation are highlighted.

3.   Recommendations

3.1   It is recommended that the Committee approve the draft Local Transport Strategy 2014–2019 as final.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	**P18** – Complete the Tram in accordance with current plans.
	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
	P45 – Spend five per cent of the transport budget on provision for cyclists.
	P46 – Consult with a view to extending current 20mph zones.
	P50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.
Council outcomes	**CO9** – Edinburgh residents are able to access job opportunities.
	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm,
Single Outcome Agreement	All
Appendices	1 The Local Transport Strategy 2014-2019

Contents

Executive summary

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

2. Visions, outcomes and performance

It aligns with national and regional strategies, and sits above the Council's transport-related Action Plans. It is based on nine inter-related outcomes, which were first developed in the Transport 2030 Vision. Much of the strategy carries on from the previous LTS. The Council will continue to work towards implementation of its adopted Action Plans, including those covering Road Safety, Active Travel and Public Transport.

3. Putting our customers first

The Strategy sets out policies to continue to work with our partners in order to share knowledge and maximise the use of resources; this includes working with the Transport Forum to inform major transport decisions. The Council is developing a corporate Consultation Framework, which will give guidance on how to consult on service change and project delivery.

4. Sustaining a thriving city

Transport policies need to cohere with Planning and Economic Development strategies to deliver the Council's vision of a growing, more sustainable Edinburgh contributing to a successful Scotland. The strategy sets out proposed transport policies and projects for the four Growth Areas as well as for the traditional town centres and residential areas. In all areas, the Council will seek to ensure integration of land use planning and transport policies.

5. Protecting our environment

The Council's approach has three main strands: reducing the need to travel, encouraging the use of alternatives to the car, and seeking to reduce emissions from motorised travel. The Strategy supports the use of emission control measures as a means of working towards the air quality standards set down in European legislation.

6. Road Safety

A 'Vision Zero' approach to road safety means working towards the provision of a modern road network where users are safe from the risk of being killed or seriously injured. Many of the Council's planned road safety actions are set out in the Streets Ahead Road Safety Plan, centred around the themes of education and encouragement; enforcement, engineering and e-safety.

Vehicle speed is the most important single factor in the severity of road collisions, and urban speeds need to reduce if the Council is to move towards Vision Zero. Lower speeds also contribute to more attractive streets.

The Council supports the introduction of 20mph limits in the City Centre, main shopping streets and predominantly residential areas; while the strategic road network will remain at 30mph.

7. Managing and maintaining our infrastructure

The management and maintenance of the city's roads, pavements, cycleways and bridges is critical. The Council is revising its Streets Design Guidance in line with Scottish Government policies. This Guidance, once finalised, will be applied in all design, intervention and maintenance actions in the city. The Council will also use its Urban Traffic Control system to facilitate safe and effective travel across the city for all road users, prioritising walking and cycling and public transport modes.

The Council is developing a Road Maintenance and Renewals Action Plan, which will ensure that design, building and maintenance work by the Council is aligned. This will include a review of the methodology for prioritising renewals and repairs.

8. Travel planning, travel choices and marketing

Travel planning and marketing aim to inform people about travel choices available and to make it easier for them to change their travel habits. Several of the major employers in Edinburgh recognise the importance of travel planning and offer this service, but there is potential to make this more widespread.

The Council aims to improve understanding about alternatives to car use. It will employ staff to provide a Travel Planning officer. He or she will work with colleagues to review the Council's own Travel Plans, before engaging with local employers and developers to assist in promoting sustainable transport.

9. Active travel

Active Travel sits at the heart of this LTS. The Council has an Active Travel Action Plan (ATAP) which sets out a range of actions aimed at encouraging both walking and cycling. This includes giving greater priority to pedestrians and cyclists in street design and management, improving on-street infrastructure, and marketing the benefits of active travel.

10. Public transport

An effective public transport system enables access to employment, health care, education and leisure opportunities. Effective integration and information provision is key; the Council supports the introduction of affordable fully integrated ticketing across transport modes and operators.

The Council's Public and Accessible Transport Action Plan sets out actions relating to bus operations, infrastructure, community and accessible transport, taxis and private hire cars, rail, tram, and public transport information.

A comprehensive review of Community and Accessible Transport (CAT) was underway in summer 2013; it will address travel support provided to people who are unable to use public transport. The Council's approach to CAT over the period covered by this LTS will be based on the emerging recommendations.

The Tram will provide a valuable addition to the city's public transport network, and will be integrated with Lothian Buses. Once the Tram has bedded-in, the Council will start exploring options for the future. The Council will work with all public transport operators towards a high quality integrated network for Edinburgh.

11. Car and motorcycle travel

The Strategy seeks to enable cars to be used efficiently for those tasks for which they are well suited and at uncongested times and locations. Demand management is crucial to maintaining the city's economy, and to gaining the benefits of car travel when it is the most appropriate option.

The Council will encourage efficient use of cars through measures such as parking management, promotion of car clubs, support for priority for 'high occupancy vehicles' and lift sharing. The Council will support the work of SEStran in this.

12. Car parking

Car parking is a complex policy area with a number of different objectives. These need to be balanced in arriving at strategic approaches or solutions for a particular location. The city's image depends, amongst other factors, on perceptions of parking, its availability in the city and information on parking opportunities.

The policies within the LTS 2014–2019 are built on those within the previous LTS, and the Council will review its Parking Action Plan during 2014.

The most significant change in the new LTS is a commitment to prepare detailed proposals for the introduction of parking and loading restrictions on the main road network on Sundays, for at least part of the day.

13. Freight

The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Key issues relate to deliveries of goods, particularly to premises requiring locations for loading and unloading. The Strategy supports the use of rail and sea freight wherever possible - the Planning process can be used to safeguard or promote this – but recognises that often deliveries must be made by road.

14. Edinburgh's connectivity

While the Council supports enhancement of individual junctions on the strategic road network, it will only support major road upgrades to or around Edinburgh, including on the city bypass, where the principle outcome is to prioritise public transport and high occupancy vehicles. The Council will work with Transport Scotland to deliver the Refreshed Public Transport Strategy for the Queensferry Crossing.

The Strategy supports measures to enhance rail connections between Edinburgh and Glasgow, London, and UK cities. It supports actions to reduce journey times and increase electrification. For long-distance travel, the Council will prioritise initiatives which support the use of rail, coach and (where applicable) sea, over air travel.

16. Making it happen

The Council will collaborate with partners to deliver the Plan and Programme set out in Appendix 2, will seek to maximise existing resources and will explore all potential sources of funding.

1. Introduction

1.1 Why have a Local Transport Strategy?

The City of Edinburgh Council produces its LTS in order to set out its policies and plans in working towards an integrated and sustainable transport system.

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

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

National and Regional Strategies

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

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

Other Council Strategies

The diagram below illustrates the Council's overarching objective, together with its five supporting outcomes, as set out in the Citywide Performance Management Framework. Provision of an efficient, safe sustainable and accessible transport system in Edinburgh contributes to all these outcomes. Chapter 2 sets out specific transport outcomes, developed in 2010 in discussion with stakeholders.

The LTS has particularly strong relationships with the Local Development Plan and the Strategy for Jobs. Chapter 4 covers the inter-relationship with these plans, Transport Action Plans and LTS Actions
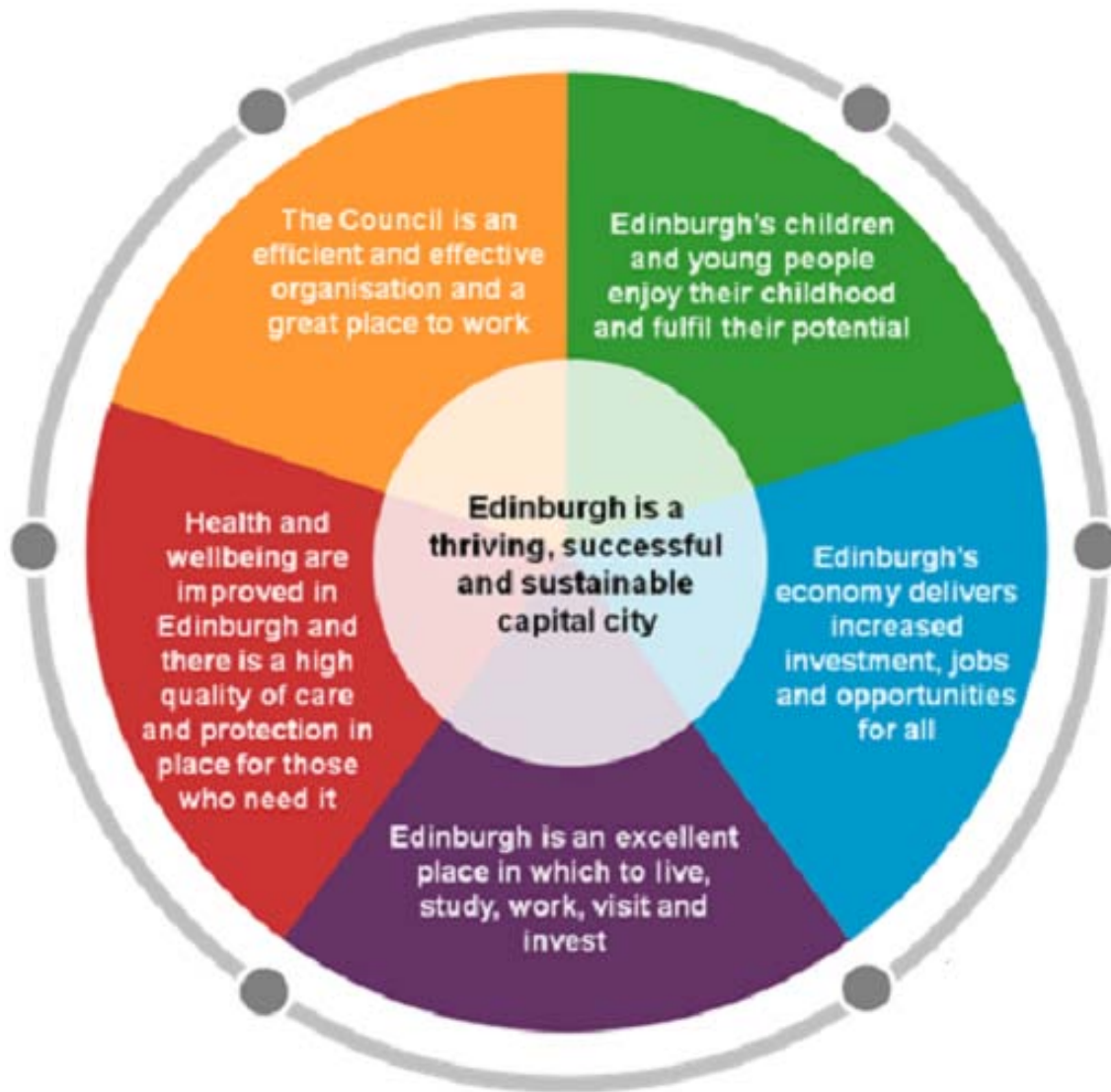
The Council has transport-related Action Plans covering the following topics either approved or under preparation:

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

This LTS summarises the actions in each of the plans.

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

1.3 How was this strategy developed?

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

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

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

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

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

Introductory Chapters

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

Policy Chapters

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

- Introductory text - setting the context.
- Objectives - these seek to encapsulate what the Council is seeking to achieve in the policy area concerned, in order to work towards the outcomes set out in Chapter 2.

- Subsections dealing with different policy areas. These generally contain policies and actions:
    - The policies set out how the Council will deal with aspects of the topic covered by the relevant chapter;
    - Actions, summarising activities that the Council proposes to take forward over the next five years, highlighting key areas of work;
    - Where an Action Plan exists, for example in relation to Active Travel or Road Safety, the actions in the LTS summarise those set out in the Plans themselves.

2. Vision, outcomes and performance

2.1   The Vision

In 2010, the Council reviewed its long term approach to Transport and, in consultation with stakeholders, developed a long term Vision and an accompanying set of outcomes to work towards. These were set out in the '*Transport 2030 Vision'* document.

2.2   Outcomes

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

- Be **green,** reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions.
- Be **healthy**, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.
- Be **accessible and connected** locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.
- Be **smart and efficient,** providing reliable journey times for people, goods and services.
- Be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.
- Be, and be perceived to be, **safe, secure and comfortable,** so that people feel able move around by which ever mode they choose, whenever they wish.
- Be **inclusive and integrated.** Everyone should be able to get around the city regardless of income or disability.
- Be delivered through responsive, **customer-focussed** and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation.
- Be **effectively maintained** to enhance and maximise our assets; with well co-ordinated works and high quality materials.

2.3   Indicators and targets

The Council uses a series of indicators to measure its progress towards the nine outcomes. These indicators are listed in full in Appendix 1. Progress towards them is reported to the Council's Transport and Environment Committee every year. Key trends over the past five years are discussed in section 2.4.

The Council is undertaking work to improve its methodology for measuring its key transport indicators. This includes developing a monitoring system to give a more robust measure of cycle use.

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

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

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

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

Children are under 16.

* = no interim target set

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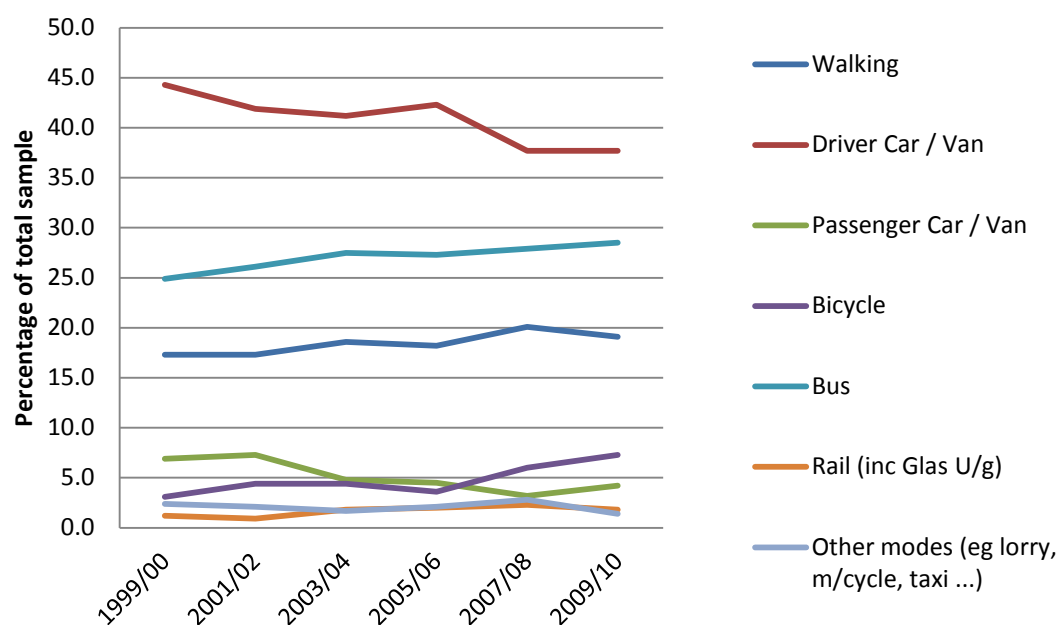
Source: Scottish Household Survey

2.4   Progress update

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

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

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

- fewer road traffic casualties killed, seriously and slightly injured. There has been a 23 per cent decline in road traffic casualties between 2004 and 2011 (Stats19);

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

- air quality has in general been improving, though not as quickly as necessary to meet European targets. Air Quality Management Areas cover approximately two per cent of the city, but more needs to be done to stop this increasing; and

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

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[1] See Appendix 4

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

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

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

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

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

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

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

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

2.5   Future trends and their likely impact

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

Edinburgh has a youthful population compared with many other local authorities in Scotland. Over the next 30 years, however, the city is expected to see rapid growth in its elderly population.

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

3. Putting our customers first

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

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

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

OBJECTIVES

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

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

3.1   Working in partnership

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

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

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

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

3.2   Serving the customer

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

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

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

Cust3 : The Council will use its corporate Consultation Framework when consulting on proposed projects and changes to service provision.

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

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

4. Sustaining a thriving city

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

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

OBJECTIVES

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

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

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

To minimise the need for car use.

4.1 The City Centre

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

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

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

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

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

Key future projects include:

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

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

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

4.2   Growth areas outwith the City Centre

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

4.2.1 West Edinburgh

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

- Edinburgh Gateway Station, a new pedestrian/cycle bridge linking the station to housing at Maybury and Cammo and other cycle and walking network improvements;
- improving Newbridge Interchange; incorporating bus priority measures; and bus priority on the A8 and A89;
- upgrading the A8/Eastfield Road junction and Gogar roundabout;
- widening Eastfield Road to four lanes and devoting the extra space to bus priority;

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

4.2.2 South East Edinburgh

Transport proposals to support this increasingly important growth area include:

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

4.2.3 Waterfront

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

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

4.3 Traditional town centres

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

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

4.4 Residential areas

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

Despite this, for much of the past 50 years, emphasis has been placed on the role of these streets for movement rather than as places. Recently this has changed. The Council wishes to take this further by adopting policies and actions that will gradually transform the city's streets which are predominantly residential into places that are mainly for walking, cycling, meeting, socialising and for children playing, while still allowing car access. The adoption of a 20mph speed limit in predominantly residential areas has a major part to play in this (see policy **Safe4)**. Also important are the changes to Street Design discussed in Section 7.1 (see policy **Streets1)**.

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

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

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

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

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

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

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

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

The Council will therefore require planning agreements to include contributions from developers towards appropriate off-site transport measures. It will also seekTravel Plans (see 8.5 and Travplan3), which may be integrated with the off-site measures requirements.

Thrive2 : Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, focussing on sustainable transport modes. Road provision should normally be limited to that required to accommodate traffic generated by the development and should adhere to the guidelines set down in the Council's Street Design Guidance.

Thrive3 : The Council will seek the implementation of travel planning measures proportionate to the scale and nature of developments. The Council will also seek to improve its monitoring of the implementation and impact of travel planning measures.

5. Protecting our environment

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

OBJECTIVES

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

To reduce pollutant emissions in order that the city meets statutory Scottish air quality standards.

To reduce transport noise.

5.1 Climate change and reducing overall emissions

Scotland has a target of reducing greenhouse gas emissions by 42 per cent by 2020 and 80 per cent by 2050 (compared to 1990 levels). Edinburgh has adopted this target in the Capital Coalition Pledge 50 and Sustainable Edinburgh 2020..

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

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

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

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

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

5.2 Air quality

Standards for air quality in Scotland are set out in Scottish Air Quality Regulations. The Standards are closely aligned with EU Limit Values and the ambitions of the UK National Air Quality Strategy. However, the Scottish Government has set more stringent standards for particulate (PM_{10}) pollution than the rest of the United Kingdom. Failure to achieve the European Limit Values for air pollutants could lead to fines being imposed on the Scottish Government.

In Edinburgh, the concentration of Nitrogen Dioxide (NO_2) has led to the declaration of five Air Quality Management Areas: City Centre, St John's Road, Great Junction Street, Inverleith Row and Glasgow Road at Newbridge. Levels of PM_{10} are also of concern.
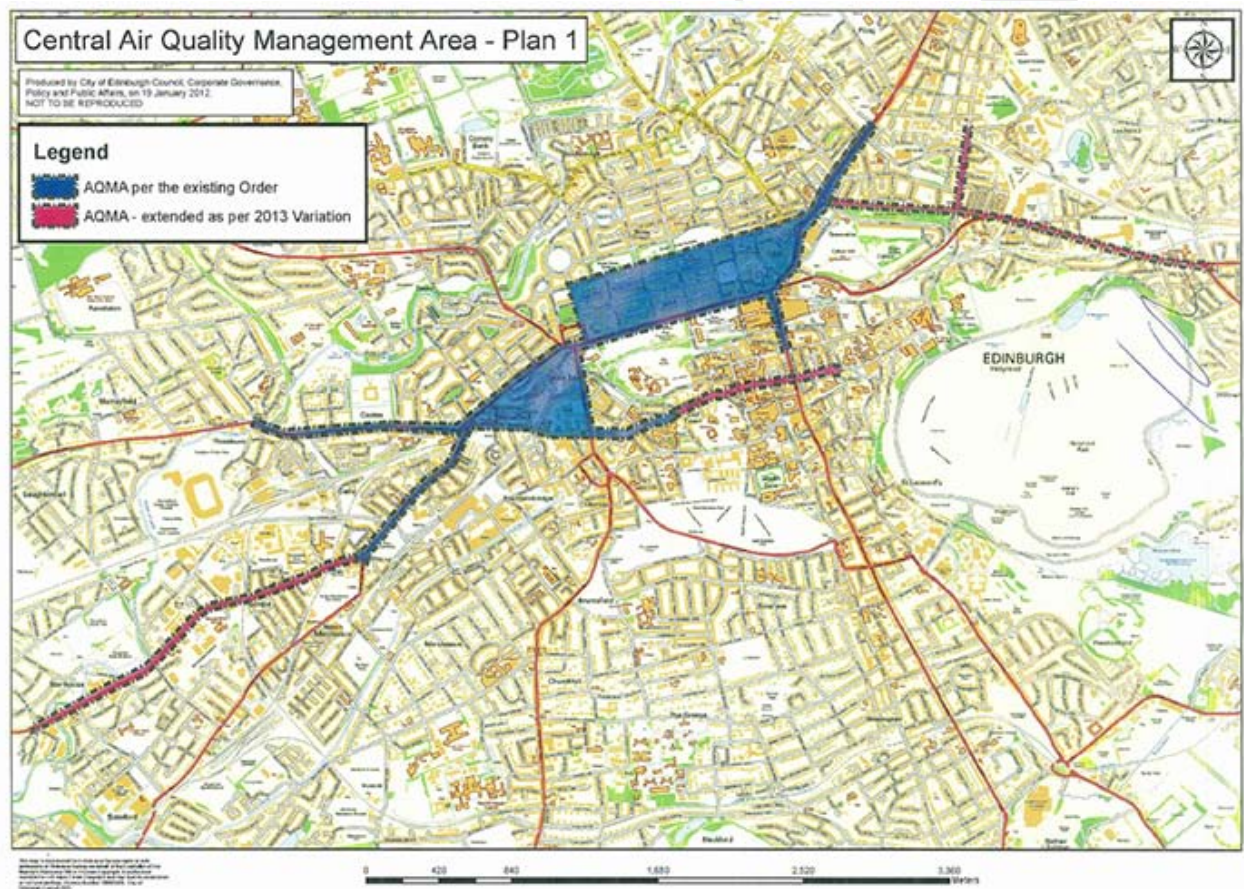
Space heating contributes some NO_2, but the bulk of this pollutant, in Edinburgh, derives from road traffic emissions.

Example of sources of NO_2, in part of the Central Air Quality Management Area.

Central AQMA London Road

Legend: RB | LB | Cars | LGVs | HGVs | Buses

Pie chart values: 6.1%, 46.1%, 12.0%, 3.9%, 4.8%, 27.2%
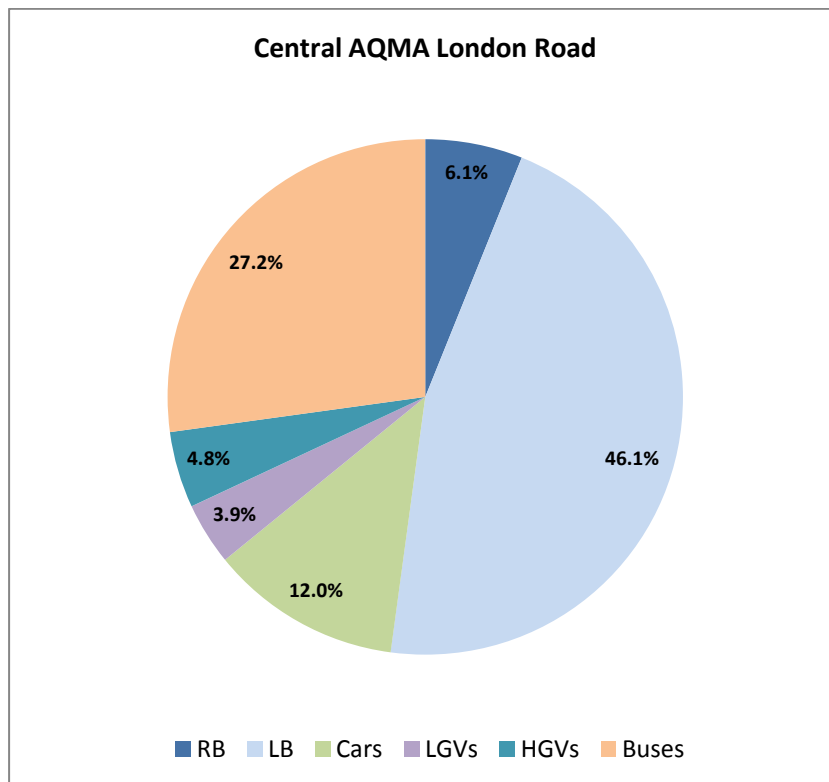
In this diagram "*RB*" (regional background) and "LB" (local background) refer to the contribution to roadside pollution levels which are not solely attributable to traffic sources at the monitoring location. Examples of background sources are space & water heating systems, power stations, industrial processes, trunk road networks, trains, and aircraft. (See. Defra LAQM TG09)

It was anticipated that newer, cleaner, vehicles meeting higher Euro standards would lead to air quality improvements. These standards were based on bench - test environments, but have not delivered improvements in real driving conditions. It is anticipated that the latest Euro VI emission standard will take account of the earlier deficiencies and lead to reduced emissions of air pollutants.

Diesel-engined vehicles emit more NO_2 than equivalent sized petrol vehicles. The proportion of diesel engine cars in the UK fleet is now greater than expected, as an unintended consequence of road tax incentives to reduce carbon dioxide emissions from cars. This has hindered progress towards reducing air pollution from road traffic.

With these factors in mind, the Council will develop options for emission control measures for Edinburgh during 2014.

Env1 The Council will ensure that its Air Quality Action Plan and Local Transport Strategy are aligned to improve air quality. It supports the use of emission reduction measures as a means of working towards the air quality standards set down in legislation.

5.2.1 Electric and hybrid vehicles

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

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

Env2 : The Council supports increased use of low emission vehicles through:

- working with partners to provide a network of electric charging points;

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

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

The Council will use *Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in vehicles* as a guide to advance the adoption of plug-in vehicles in Edinburgh. It will also work with Transport Scotland to progress further opportunities to promote plug-in vehicles within the Council and to local residents and businesses.

A range of technologies for powering larger vehicles, such as buses and goods vehicles are emerging. Where practicable, the Council will work with operators to ensure that Edinburgh benefits from the reduced emissions of pollutants and noise arising from the use of these technologies.

5.2.2 Air quality - actions

➤ The Council will ensure that the air quality policies and actions in its Local Transport Strategy and statutory Air Quality Action Plan are aligned;

➤ The Council will support continuation of the ECOSTARS Edinburgh scheme. This voluntary scheme provides recognition and guidance on environmental best practice for operators of goods vehicles, buses and coaches whose fleets regularly serve the Edinburgh area;

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

- the Council will prepare an action plan for low emission vehicles that will:
  - cover the acquisition of low emission vehicles for its own fleet,
  - set priorities for the location of electric vehicle charging points and alternative fuelling stations,
  - develop proposals for enhancing the attractiveness of low emission vehicles, through partnership working with external bodies and
  - establish a regular monitoring process to ascertain the effectiveness of measures and the direction of technological trends.

5.3   Traffic noise

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

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

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

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

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

Env3 : The Council will seek opportunities to mitigate noise pollution from the trunk road and motorway network as part of any future improvement or major renewal projects. Where feasible it will also seek to mitigate road noise impacts on new developments.

5.3.1 Traffic noise - actions

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

6. Road Safety

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

OBJECTIVE

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

6.1   The Road Safety Plan

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

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

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

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

6.2   Education and encouragement

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

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

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

6.2.1 Education and encouragement – actions

Road Safety Plan actions relating to education and encouragement include:

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

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

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

6.3 Enforcement

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

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

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

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

The Council monitors areas in the city to determine if there are locations where a speed camera would have a benefit. Where this is the case, mobile equipment is most likely be used in the future. The Council will ensure that that any surplus from the Safety Camera Partnership will be used only for further developing road safety measures, including implementing 20mph speed limit areas.

The Council will work with Police Scotland through the Road Safety Forum to seek means of addressing enforcement issues which may arise as 20mph speed limit areas are rolled out.

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

6.3.1 Enforcement – actions

Road Safety Plan actions relating to enforcement include:

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

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

6.4   Engineering and e-safety

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

6.4.1 Accident Investigation and Prevention

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

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

6.4.2 School Streets

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

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

6.4.3 Engineering and e-safety– actions

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

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

➢ assessing the effectiveness of existing pedestrian crossing and signal control methods;

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

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

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

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

6.5   Speed reduction

Why reduce speeds?

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

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

Cars travelling at 20mph also generate less noise. The effects on emissions of a change of limit from 30mph to 20mph are uncertain. Recent research, however, does not suggest that there are any significant adverse impacts[2] [3]

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

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

Balancing objectives

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

6.5.1   20mph speed limits

Recent market research and consultation in Edinburgh has shown strong support for more extensive 20mph limits. The Edinburgh People's Survey in 2012 showed strong support for 20mph limits in residential areas, shopping streets and the City Centre[4]. For example 67 per cent of people supported a 20mph limit for all city centre streets, 5 per cent opposed such a limit, with 29 per cent uncertain.

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[2] See Appendix 4
[3] See Appendix 4
[4] See Appendix 4

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

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

6.5.2 Speed limits of 30mph and above

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

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

6.5.3 Speed Limit Policies

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

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

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

Safe7 : The Council will take forward self-enforcing road design aimed at reducing speeds as part of speed limit reduction schemes and where speeding problem areas are identified. All new and redeveloped residential areas will be designed for and subject to 20mph speed limits, in line with Edinburgh's Street Design Guidance.

6.5.4 Speed reduction – actions

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

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

7. Managing and maintaining our infrastructure

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

OBJECTIVES

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

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

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

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

7.1   Street design and management, and new roads

"Designing Streets"sets out the Scottish Government's policy for street design. The document is based on the premise that design should be based on an intelligent response to location,rather than the rigid application of standards, regardless of context.

The Council accepts the principles and policies set out in *Designing Streets*.

The Council is producing detailed Street Design Guidance which will align with *Designing Streets,* and will influence all aspects of street design, taking into account visual, safety, heritage, accessibility, and environmental factors. In relation to designing for cyclists the Council's Street Design Guidance will however go further than *Designing Streets,* in that it will recognise a wider spectrum of situations in which separation of cyclists from motorised traffic is desirable. The underlying philosophy of the Guidance is that streets should be social spaces and a public expression of the way a community lives and interacts. Street design delivers streets which are:

- attractive, distinctive and interesting.

- welcoming and inclusive.

- consistent with Edinburgh becoming more sustainable and ecologically sound.

- legible, with a recognisable street pattern.

- safe.

- responsive to the needs of local communities.

- cost effective, considering whole life costs.

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

The role of streets as places rather than just for movement is increasingly recognised in wider Government policy. For example, the Scottish Government Play Strategy reinforces the street as a place to play, stating: "Children playing outdoors is something we want to see happening much more in all outdoor places including green space, parks and streets that are valued by the community."

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

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

7.2 Traffic management, intelligent transport systems, and new roads

7.2.1 Traffic management

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

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

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

7.2.2 Traffic and travel information

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

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

Bustracker provides real-time information for bus passengers – see for more detail.

7.2.3 Road capacity increases

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

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

7.2.4 Traffic signals and intelligent transport systems - actions

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

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

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

➢ preparing a protocol for managing pedestrian and cyclist priority / delay at traffic signals and crossings with regard to priority /delay to general traffic and public transport.

7.3   Maintenance and utilities

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

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

It is important that the Council's maintenance and renewals activities support its wider transport strategy. With this in mind revisions were made to the prioritisation system for renewals in 2010. The system will be updated further using information

relating to the significance of roads and paths for travel by foot, cycle and public transport.

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

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

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

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

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

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

7.3.1 Utilities

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

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

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

- minimise the impact of road works to the public;

- improve the quality of reinstatements;

- measure and report on the service performance;

- ensure safety and better information signage at road works;

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

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

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

Streets7 : The Council will inspect 100 per cent of all road re-instatements following utility road works on the city's adopted road network for an initial period up to April 2015. At the end of this period the approach will be reviewed with a view to ensuring that gains in performance are maintained.

7.3.2 Maintenance and utilities – actions

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

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

8. Travel planning, travel choices and marketing

Travel planning and marketing aim to inform people about travel choices available and to make it easier for them to change their travel habits, with an emphasis on viable alternatives to car use. Providing individuals and organisations with information and assistance can be very effective in encouraging a shift to public and active travel.

Several of the major employers in Edinburgh recognise the importance of travel planning and offer this service to their staff. There is considerable potential, however, to make this a more widespread activity.

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

Accessible travel planning information is particularly important for tourists and visitors, who may lack local knowledge and be dependent on public transport. A change in travel habits amongst local residents can yield large cumulative benefits over time.

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

OBJECTIVES

To improve awareness and understanding about alternatives to car use.

To ensure that residents, visitors and employees are able to make well-informed transport choices.

8.1   Residents

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

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

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

8.1.1 Travel planning for residents – action

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

8.2 Schools

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

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

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

8.2.1 Travel planning for schools – action

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

8.3 Businesses and the Council

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

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

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

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

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

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

8.3.1 Businesses and the Council - actions

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

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

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

8.4   Visitors

8.4.1 Day visitors

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

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

8.4.2 Overnight visitors

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

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

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

8.4.3 Events

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

8.4.4 Visitors – action

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

8.5   New developments

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

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

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

8.6   New developments - actions

- Develop travel planning guidance for developers;

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

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

9. Active Travel

Travelling on foot or by bike is available to almost everyone, is healthy, poses little risk to others, has minimal environmental impact and makes very efficient use of space. For these reasons, walking and cycling have an excellent fit with keeping Edinburgh as a pleasant place to live and visit, and Active Travel sits at the heart of this LTS.
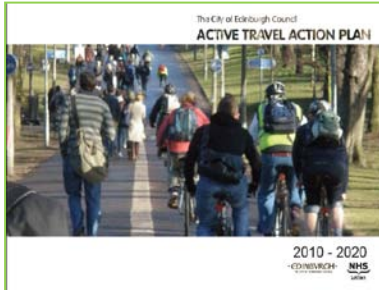
The Council has an Active Travel Action Plan (ATAP) which sets out a range of actions aimed at encouraging both walking and cycling.

The Council committed to allocating five per cent of the overall transport budget to delivering cycling initiatives set down in the ATAP for financial year 2012/2013. This was increased to six per cent in 2013/2014.

In 2009, the Council became the first UK signatory of the Velo-City Charter of Brussels. By signing the charter, cities commit themselves to invest in bicycle policy as an integrated part of urban mobility. The Council is working to achieve 15 per cent of journeys to work being made by bike, as a milestone towards 10 per cent of all journeys being made by bike.

OBJECTIVES

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

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

To widen awareness of electric bikes as a transport option.

9.1 Walking

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

The Council's emerging Street Design Guidance sets down guidelines to make streets attractive, comfortable, and fully accessible for all users.

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

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

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

Long lengths of guardrail, particularly on main shopping streets, force significant diversions on pedestrians, are unsightly and adversely affect the character and wider urban functions of such streets. Short lengths often serve little useful purpose. Removal of existing guardrail will also be assessed using this protocol.

Walk3 : Guardrail will only be introduced or replaced after assessment using the Council's guardrail protocol. The protocol will also be used in assessing sites for removal of existing guardrail. Rather than install guardrail, solutions based on reducing danger through high quality and careful design will be sought, making use of the protocol

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

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

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

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

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

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

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

Inconsiderate parking on footways or at junctions and pedestrian crossing points can be both dangerous and obstructive to pedestrians and other road users. The Council supports the adoption of the Responsible Parking (Scotland) Bill to legislate against this.

> **Walk7 :** The Council will seek to tackle problems of inconsiderate parking on footways, around the mouth of junctions or at other points where pedestrians or other road users may be unreasonably obstructed. This could be done through street design measures, or extended parking restrictions

9.1.1 Walking - actions

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

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

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

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

- ➤ adding or enhancing pedestrian phases at traffic signalled junctions;

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

- ➤ reviewing, enhancing and upgrading pedestrian signing and wayfinding; and

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

9.2 Cycling

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

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

Provision of a cycle network has a crucial role, especially in helping less confident cyclists. However, as cycling is a 'door-to-door' form of transport, it requires the design of the whole road network - including main roads - to take account of cyclists' needs. This philosophy will be embedded in the Council's new Street Design Guidance.

Traffic management schemes are usually introduced to mitigate the adverse effects of motor traffic in some way (e.g. reducing 'rat-running' through residential streets, reducing speeds in residential areas). Some are introduced to help traffic flow more freely. There is often no reason to impose the same restrictions on cyclists as on other road users, so there will be a presumption of exempting cyclists from all traffic management measures imposed on other vehicles.

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

PCycle2 : There will be a presumption in favour of new traffic management schemes incorporating measures for cyclists, particularly:
- exemptions from road closures;
- advanced stop lines (ASLs) with approach cycle lanes at traffic signal controlled junctions, or cycle lanes where ASLs are not required;
- all new pedestrian crossings to be considered as potential toucans; and
- cycle lanes, or where appropriate physically segregated cycle infrastructure, in all schemes involving main roads (except where this may not be necessary if the speed limit is 20mph).

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

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

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

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

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

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

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

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

In order to create a joined-up cycle network, protected from motor traffic, it is occasionally necessary to make use of sections of footway. The Family Friendly cycle network, when first proposed in 2010, included around five kilometres of such shared use of the footway, out of a 320 kilometre network. The use of such facilities is not first preference, as they can reduce the degree of comfort and security felt by pedestrians. However, in some situations they represent the best way forward, balancing safety and convenience for cyclists and pedestrians, as well as cost and impact on other road users.

PCycle8 : The Council's approach to situations where a shared footway is an option will be as follows:
a) shared footways will only be considered where they are necessary to provide cyclists with a reasonably safe route separated from busy traffic and they form a component in a longer cycle route;
Taking into account cost implications, impacts on other road users, and potential benefits:
b) where space is available provision of a cycle track physically divided (segregated) from both motor traffic and pedestrians will be considered (a segregated cycleway);
c) If a segregated cycleway cannot be provided then the usual preference will be for cyclists to be separated from pedestrians on a shared footway by a white line, difference in materials, or similar. However, this will not always be the preferred solution, for example, when pedestrian use is low and width is limited it may be better not to segregate; and

d) all new and existing shared footways will be equipped with 'courtesy' signs encouraging considerate user behaviour.

In several other cities in Britain and Europe, such as London, Dublin, Lyon and Barcelona, the provision of a cycle share scheme has led to significant increases in the number of cycle journeys made. The Council considers that such a scheme in Edinburgh would best be led by the private sector, but would be supportive of any proposals that are in keeping with the Council's outcomes and objectives.

PCycle9 : In the event of a private investor bringing forward proposals in line with the Council's central objectives, the Council would support a pedal / electric bike share scheme in the city.

Many householders in flats, tenements and terraced housing, find domestic bike storage difficult, and there is research evidence suggesting that this reduces cycle use. The Council is trialling different types on secure on-street bike parking at five locations in Edinburgh. This pilot will run until 2015, and then results will be evaluated. The Council will consider the outcomes of the pilot with a view to formulating a policy with regard to assisting householders with domestic bike storage where this is feasible.

9.2.1 Cycling - actions

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

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

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

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

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

➢ cycle training for both children and adults, with 100% of primary school children provided with cycle training to national standard, Bikeability level 2, by 2016.
➢

9.3 Joint initiatives

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

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

- ➢ encouraging walking and cycling to school through the Safer Routes to School programme, School Travel Plans, and i -Bike (the latter delivered in partnership with Sustrans Scotland);

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

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

9.4   Electric bicycles

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

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

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

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

9.4.1 Electric cycles - action

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

10. Public transport

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

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

Surface public transport, particularly rail, plays a key role in Edinburgh's connectivity to its city-region and to the rest of Scotland and the UK. Chapter 14 covers this subject.

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

OBJECTIVES

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

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

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

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

10.1   Buses and Tram

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

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

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

10.2   Bus and Tram services

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

Bus services in Edinburgh are generally perceived very positively by the public[5] and compare very well with those in other cities. This applies particularly to services within the built-up area going to and from the City Centre, during the working day. The Tram will add a valuable new high-capacity, high quality service on the crucial West Edinburgh/Airport corridor.

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

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

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

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

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

- a fully accessible and environmentally-friendly bus fleet ahead of legislative requirements; and

- marketing of services targeted at persuading regular car commuters to use public transport (and where relevant active travel);

Supported services help to maintain and improve the extent and connectivity of the overall public transport network by providing socially valuable services. They can be an invaluable link to the network for non car-owners, people on low incomes, and people in outlying areas, such as rural west Edinburgh. The Issues for Review consultation on this strategy identified public support for increasing funding for supported services in order to maintain or improve the current level of bus service.

PubTrans3 : The Council will investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision is not viable, or low frequency, allied to a package of changes e.g. pump-priming new services.

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[5] See Appendix 4

A significant gap in the city's public transport network is a fast outer orbital service using the city bypass to provide access to edge of town destinations including the Gyle/Edinburgh Park area, the Airport and the Royal Infirmary/ Bioquarter. The lack of this service makes it hard for many people to access employment in these locations and also contributes to traffic and therefore congestion on the city bypass. SEStran has examined the feasibility of such a service and supporting infrastructure and produced initial proposals.

PubTrans4 : The Council supports the provision of orbital bus services on the city bypass corridor and will favour such improvements and associated bus priority over any general increase in capacity on the bypass. (See also **Cars3**, **Connect1** and **2**)

See also Section 12.7 on Park and Ride.

10.2.1   Actions – Bus and Tram services

Relevant actions are set out in detail in the PATAP. (See Bus Operations and Tram sections) PATAP actions for bus and Tram services can by summarised as:

➢ reducing costs and increasing revenue at Edinburgh Bus Station;

➢ maintaining supported services and seeking opportunities for new/improved services;

➢ reviewing and if necessary revising the method for allocating and prioritising spend on supported services; and

➢ piloting cycle carriage off-peak on the Tram – following six months of operation and subject to there being available capacity.

In response to the LTS Issues for Review consultation, the following additional actions are proposed:

➢ explore the potential to provide feeder bus services to the Tram, especially from settlements in the west of the Council area; and

➢ seek to introduce a fund to help initiate new services or enhance existing services.

10.3   Bus and Tram infrastructure and interchange

Buses run on the road network and rely on infrastructure including bus lanes, bus priority at traffic lights and real time information displays is also in place. Similarly the Tram system will also rely on stops, on-road priority and information to provide an effective service.

Stops and waiting areas are a key part of the door-to-door journey. The quality of the environment at stops is very important to passengers as is good information about the service they are waiting for.

PubTrans5 : The Council will seek to ensure a good waiting environment at bus stops, including shelter and seating wherever necessary and possible. Relevant and up to date information will be provided.

The Active Travel Action Plan covers travel to public transport stops.

Bus lay-bys at stops take buses out of the traffic flow. They are sometimes essential where buses require to wait for timetable reasons, but regaining access to the flow causes delays.

PubTrans6 : There will be presumption against installing bus lay-bys, except where needed for bus operational reasons.

The bus lane network is crucial to the smooth operation and journey reliability of public transport. The lanes are designed to prioritise buses but minimise delays to other traffic. An extensive network is in place but there are locations in which non-compliance with bus lanes undermines them. Bus lane camera enforcement, first introduced in 2012, has proved to be successful in reducing the number of infringements at the selected locations.

Modern technology makes it possible to selectively give buses priority at traffic lights, for example when they are running late. See Policy **Streets3** and the actions in Section 10.3.1 below.

PubTrans7 The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended.

Ease of interchange is crucial to transport integration and locally will become even more important with the introduction of the Tram.

Scottish Planning Policy emphasises that walking distance must be a key consideration in the design process for new public transport and interchange facilities. The Council considers that there is scope for improvement in relation to existing interchanges, including those on street. This may require a shift in priorities to allow bus stops to be located closer to junctions.

PubTrans8 : The Council will seek to achieve:
- stops positioned to facilitate convenient changing between different services;
- clear, high quality information;
- high quality infrastructure including weather protection; and,
- particularly for less frequent services, timetable co-ordination.

A high quality train/Tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway Station at Gogar, Edinburgh Park Station and St Andrew Square Bus Station will all have easy interchange.

10.3.1 Bus and Tram infrastructure and interchange - actions

Actions relating to bus and Tram infrastructure are set out in detail in the PATAP. They can be summarised as:

➢ ensuring easy interchange from bus to Tram, including convenient location of stops and easy pedestrian and cycle access;

- upgrading existing bus priority - including through:
  - Reviewing parking controls
  - Reviewing traffic signal phasing and priority, in particular rolling out 'selective vehicle detection' – giving priority to late running buses
  - Upgrading key junctions
  - Extending bus lane camera enforcement if necessary;

- introducing a pilot 'priority connect corridor'. This would involve delivering a package of enhancements on an existing main bus corridor;

- reviewing interchange principles, identifying key interchange sites and implement improvements at these sites;

- reviewing bus-bus interchanges, with a view to better meeting passenger needs and enhancing bus operational efficiency; and

- an increased focus on maintaining bus infrastructure. This will include a review of the approach to road maintenance at bus stops and in bus lanes.

10.4 Safeguarding Tram extensions

Once the Tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future. In the meantime, it will continue to safeguard appropriate extensions to the system, including to Leith, Newhaven, Granton, the Bioquarter and Newbridge.

10.5 Community and accessible transport

The Council's approach to public transport seeks to maximise accessibility to conventional services, including buses, taxis and the Tram, as these provide the greatest choice of travel opportunities. However, since not everyone can access these, for mobility or other reasons, the Council actively engages with partners in the public, private and voluntary sectors, seeking to ensure that viable and affordable alternatives are available.

A comprehensive review of Community and Accessible Transport is currently underway. This covers travel support provided to people who are unable to use standard public transport. The Review will involve extensive consultation with service users and third sector providers, with recommendations due to be brought to the Council's Transport and Environment Committee in 2014.
The Council's approach to Community and Accessible Transport over the period covered by this LTS will be based on these recommendations.

PubTrans9 : The Council will take a strategic approach to providing a comprehensive and cost-effective community and accessible transport service, working co-operatively across the Council and with partners in the public, private and voluntary sectors.

10.6   Taxis and Private Hire Cars

Edinburgh's 1,300 taxis are an important element of the public transport system, particularly for people who do not have access to a private car, and for people with disabilities. The Council requires all taxis to meet standards of accessibility for disabled people, including those in wheelchairs. Drivers must undergo training in dealing with disabled passengers.

There are some differences between taxis and Private Hire Cars (PHCs). PHCs must be booked in advance and have no requirement to be wheelchair accessible. Taxis can be hailed in the street or at a rank, or be prebooked, and must be wheelchair accessible.

If taxis are to make their full contribution to the public transport system, it is essential that there is a ready supply available at key termini such as Waverley Station and Edinburgh Airport and that taxi ranks are available where potential customers can expect to find them.

Taxis benefit from access to bus lanes and other areas restricted to general traffic, such as Princes Street. This has not been extended to PHCs for a number of reasons, including concern that introducing additional categories of permitted vehicles is likely to threaten the generally high level of motorist compliance with bus lane regulations and that the presence of additional vehicles would reduce the effectiveness of bus lanes.

PubTrans10: The Council will continue to allow taxis to use bus lanes; but does not propose to extend this to Private Hire Cars.

10.6.1   Taxis and Private Hire Cars - actions

Actions related to Taxis and Private Hire Cars are discussed in the PATAP, Section 5. These can be summarised as:

➢ to review of taxi rank locations through the Neighbourhood Partnerships; and

➢ to consider and if necessary take forward options for achieving increasingly environmentally-friendly vehicles.

10.7   Rail

The Council has no statutory role in rail services, but it actively promotes improvements. Its main practical role is to facilitate access to rail stations and interchange between rail and other forms of transport.

Rail is of growing importance as a mode of travel, both regionally and nationally. In 2011-12, Edinburgh's stations saw over 28 million passengers, including more than 22.5 million using Waverley Station. Around 10% of city centre shoppers are estimated to arrive by rail, which is an important alternative to the car for longer distance commuting. It is also the main alternative to air travel for journeys to London and southern England. Between 2004 and 2010, rail travel between Edinburgh and England/Wales grew by almost 40 per cent from 2.2m to 3.1m per year. Rail's role in Edinburgh's connectivity is discussed further in Chapter 14.

Passenger rail services in, to and from Edinburgh have improved significantly over the past two decades with changes including more frequent ScotRail services, including to new destinations such as Dunbar. A number of major projects are currently underway:

- major refurbishment of Waverley Station;
- redevelopment of Haymarket Station;
- reopening of the Borders railway to Tweedbank;
- electrification of the Glasgow-Edinburgh via Falkirk High route; and
- the planned new Edinburgh Gateway Station at Gogar, connecting with Edinburgh Airport via the Tram.

Tenders for the next ScotRail franchise cover the core network and three options for priced, add –on services. One additional option is that of providing a local service between Edinburgh and Berwick upon Tweed, which could include the provision of new stations .

Waverley and Haymarket Stations and the rail line between them play a pivotal role. Recent upgrades will help the stations cope with growth in the next few years but further significant work is likely to be necessary to support future growth, for example enhanced regional rail services and the extension of HS2 to Scotland. The Council strongly supports the location of any terminal station for high speed services at Waverley or Haymarket, to reinforce the role of the City Centre and to facilitate connection into regional rail services.

PubTrans11 : The Council supports further enhancement of Waverley and Haymarket Stations and the rail route between them to facilitate further expansion of rail services into Edinburgh.

Long-distance services to other parts of the UK are very important to Edinburgh. The Council will continue to press for improvements by engaging with operators, Transport Scotland and the DfT as appropriate.

Rail services are readily convertible to electric operation, with significant environmental benefits which will grow as electricity generation is de-carbonised. Many rail lines are electrified and electrification is currently being extended.

PubTrans12 : The Council supports progressive electrification of the rail network with prioritisation based on financial return, the service improvements and the reduction in carbon dioxide emissions.

Rail freight has distinct advantages, particularly in removing heavy lorries from the road network and in its high energy-efficiency. There is more on this in Chapter 13, see policy **Freight5.**

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. The Council will lobby the UK and Scottish Governments to ensure that greater provision is made for the carriage of bicycles on the new East Coast Mail Line franchise services, and also the Scotrail inter-city, regional and suburban rail services. See Section 9.2 and policy **PCycle6**.

See also policies **Connect5** and **Connect6**.

10.7.1   Rail - actions

Actions relating to rail services and stations are set out in the PATAP Section 6 and can be summarised as:

- ➢ review and upgrade access to Haymarket and Waverley Stations for pedestrians, cyclists and bus users;

- ➢ seek to improve rail/bus interchange at Waverley Station;

- ➢ lobby government for significant improvement to long-distance rail travel times, including promoting and supporting the introduction of High Speed Rail, aiming to reduce Edinburgh-London time to 2½-3 hrs; and

- ➢ work in partnership with the rail industry, SEStran, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes.

10.8   Information and ticketing

Good information is essential to effective public transport. This is particularly true in a city like Edinburgh which attracts many visitors.

Over the past few years, the Council has developed the Bustracker real time passenger information (RTPI) system, in partnership with Lothian Buses and the private sector. RTPI is now available on street at approximately 300 bus stops in Edinburgh, online and via smartphone apps. This award-winning system has provided significant benefits to Edinburgh's public transport users in terms of convenience, and journey time predictability. RTPI will be extended to include Tram when it becomes operational.

There is strong public demand for more extensive integrated ticketing. At present, the OneTicket and PlusBus schemes offer a measure of integrated ticketing on a local and regional level, though take up is low. Lothian Buses' Ridacard and Day Tickets will be valid on both bus and Tram, offering a degree of integration.

PubTrans13 : The Council supports the introduction of affordable fully integrated ticketing across public transport modes and operators.

The ability to buy tickets from machines on street has the potential to reduce delays. Tram tickets will be on sale this way and will be usable on Lothian Buses.

PubTrans14 : The Council supports and will facilitate increased opportunities for off-vehicle ticket purchase.

The individual pricing of local bus tickets can make travel by groups, notably families, relatively costly compared, for example, with the cost of car travel and parking.

PubTrans15 : The Council supports existing ticketing initiatives to reduce the cost of travel to family groups, and will seek introduction of further such initiatives.

10.8.1   Information and ticketing – actions

Actions relating to information and ticketing are set out in the PATAP, and can be summarised as:

➢ revising the Council's Bus Information Strategy, and updating it to include Tram;

➢ working with local operators to create an all-operator public transport map in both paper and online versions;

➢ working with operators to promote 'next stop' electronic signs on buses, and on-bus internal route diagrams, showing interchanges;

➢ working with SEStran to extend real time information provision in the areas around Edinburgh and to more bus operators; and

➢ working with operators and other partners on integrated ticketing initiatives.

11. Car and motorcycle travel

The car is a highly flexible means of transport. It is generally unconstrained by timetables and routes. Families or other small groups can travel together and it is easy to transport heavy shopping and luggage.

These characteristics have led to the ever increasing role of the car which has brought a wider freedom and mobility to millions of people. With increasing prosperity, these benefits are spread more widely as more and more people are able to own and use cars. But the exercise of this freedom tends to diminish its value, as motoring becomes increasingly unpleasant and inefficient due to growing parking difficulties and congestion.

OBJECTIVES

To enable cars to be used effectively and efficiently for journeys where there is no reasonable alternative.

To support the use of, and promote safety for, powered two wheelers (PTWs).

11.1   Managing traffic and congestion

The Council recognises that cars are the most effective way to undertake many journeys. It seeks to implement a transport strategy that enables cars to be used efficiently for those tasks for which they are well suited and at uncongested times and locations. However, there is simply not enough space in the city to accommodate all possible demands for movement by car at all times. It is therefore necessary to manage this demand. Demand management is crucial to maintaining the city's economy, and to gaining the benefits of car travel when it is the most appropriate option. This is central to the strategy, and involves:

- ensuring that development is located and designed to minimise the need to travel by car;
- attractive alternatives being available for the widest possible range of journeys;
- incentives for more efficient use of the car; and
- measures to restrain car use where there is congestion or serious impacts on other road users.

It is important for the effective functioning of the city that journeys, for which there is no reasonable alternative to private vehicles, can take place effectively. This means that vital journeys, whether for personal or business reasons, can take place.

Good integration of land and transport policy is essential to reduce the growth of congestion. Locating developments where they are, or can be, well served by alternative transport modes minimises the need for car use. See Chapter 4.

The first step is to ensure that the road space and capacity that is available is used as efficiently as possible. Modern methods to manage traffic by linking traffic signals and information systems that respond to changing events on the street can ensure that traffic of all types runs as smoothly as possible. See Section 7.2 for more discussion of this issue.

Along with planning policy and traffic management, containing and tackling congestion requires the implementation of a package of measures focussed on substantially improving alternatives to car use and on encouraging more efficient use of cars (for example through car clubs). Within the city, this is the only way of ensuring that the road network can provide a reasonable level of service to those users who do not have an alternative.

Cars1 : The Council will encourage efficient use of cars, through measures such as parking management, management of the road network and promotion of car clubs.

11.2 Car sharing and High Occupancy Vehicles

Car sharing involves motorists planning to travel together between similar origins and destinations. For car sharers, this reduces the cost of motoring, whilst still retaining the benefits of private car use. The reduced numbers of single occupancy car trips assists with the reduction in the number of cars and the emissions they generate. In Edinburgh's context, car sharing has a particular role in catering for travel from outwith the city to locations in the suburbs or on the edge of town, journeys for which there is often no real alternative to car use. With this in mind the Council supports in principle giving priority to car sharers and other 'high occupancy vehicles' (HOVs) on the city bypass, the motorway network and the A90, though not to the detriment of any potential bus priority. (See also **PubTrans4**, **Connect1** and **Connect2**) However, within the city, constraints on roadspace and the availability of better alternatives to the car mean that priority is not justified.

People in the Edinburgh area benefit from the car sharing contract arranged by the South East of Scotland Regional Transport Partnership (SEStran).

Cars2 : The Council will support the work of SEStran in facilitating car sharing

11.3 City Car Clubs

Until quite recently, non-car owners had limited access to the benefits of car ownership and no opportunity to choose a car free environment. In recent years, however, City Car Club, car sharing and small-scale Car Free Housing initiatives have started to change this.

The UK's first car club started in Edinburgh in 1999, offering car use without the need for ownership. A single car club vehicle can typically replace five to six privately owned cars, thus helping to reduce parking pressure. Though cheaper overall than ownership, payment at the point of use means people can clearly relate the cost of a car journey to the same trip by other means.

Cars3 : The Council will promote the expansion of car clubs, in particular by affording car club parking high priority and ensuring that lack of on-street parking does not cap the supply of car club vehicles.

Cars4 : The Council will work with promoters/developers to facilitate car-free housing in appropriate locations.

11.4 Motorcycles and mopeds

The Council recognises that motorcycles, mopeds and other powered two-wheelers (PTWs) provide efficient individual mobility. Compared with the car, they require less road space, whether moving or parked, and can keep moving when other vehicles are queued. They do, however, have a significantly worse safety record than cars.

The Road Safety Plan for Edinburgh was drawn up by the Council in 2010 with input from NHS Lothian, Lothian and Borders Fire and Rescue Service and the then Lothian and Borders Police (now Police Scotland). Interventions to improve motorcyclist safety were identified, with input from the British Motorcycle Federation and the Motorcycle Action Group.

Parking facilities help facilitate PTW use. The Council will ensure an adequate supply of PTW parking is available on- street and at Park and Ride sites, and continue to include PTW parking in parking standards for new developments. The potential for increasing the provision of secure motorcycle parking will be given consideration as part of the Council's Parking Action Plan review in 2014/15.

Cars5 : The Council will require PTW parking provision in new developments and ensure adequate PTW parking is available on-street at key locations, and at Park and Ride sites.

The Council is concerned about PTW safety, and will take into account the needs of PTWs in new traffic management schemes. It will also continue to encourage effective training for novice and returning riders and support rider improvement programmes.

If used inconsiderately, PTWs can cause significant nuisance to residents, other road users, and users of the city's open spaces. The Council will work with Police Scotland to tackle such problems.

Electric bicycles are considered within the Active Travel chapter.

11.4.1 Motorcycles and Mopeds - actions

- ➤ The Council will review its approach to on-street motorcycle parking as park of the forthcoming Parking Action Plan review.

12. Car parking

Cars need to be parked at the end of every trip, and parking is critical in ensuring that drivers can access the goods and services they need. It is therefore important in sustaining the economic health of the city. Conversely, parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.

The Council's parking strategy was adopted, in 2006, following extensive consultation and endorsed in the 2007 LTS. The strategy seeks to manage parking to support wider Council economic, environmental and social policies, recognising the competing demands for space in a way that balances the objectives set out below. The strategy presented here remains largely unchanged, though the Council intends to review its Parking Action Plan during 2014.

The Council retains its commitment to re-invest all on-street parking income into transport projects and services, including road maintenance, supported bus services, and road safety schemes.

Parking pressures in Edinburgh are greatest in and around the City Centre so the Council's parking strategy has a focus on this area. To help deal with the pressures, a large area of inner Edinburgh has a Controlled Parking Zone. This enables street space to be managed to balance the needs of residents, businesses, pedestrians, cyclists and public transport users, while generally discouraging commuter parking. Sections 12.2 and 12.3 set out the Council's overall approach to parking in the City Centre - other sections give more detail on the various aspects of parking in the city. The Local Transport Strategy consultation asked people about the Council's approach to City Centre parking management. All aspects of the approach were, on balance, supported with most receiving strong support.

This chapter concentrates on car and van parking. Other aspects of parking and servicing (e.g. cycle and motorcycle parking) are dealt with in relevant sections of the LTS.

OBJECTIVES

Car Parking is a complex policy area with a number of objectives. These need to be balanced in arriving at strategic approaches or solutions for a particular location.

To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.

To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.

To minimise the negative impacts of parking on streetscape and on public and private space in new developments.

To improve road safety and reduce congestion and pollution.

To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.

To protect and, where possible, enhance residents' ability to park and load close to their homes.

To protect and, where possible, enhance the parking and loading needs of businesses, tradespeople, carers and visitors.

To facilitate the operation and expansion of Car Clubs.

12.1   Marketing and Public Relations

The image and economic vitality of the city depends amongst other factors on perceptions of parking, its availability in the city and information on parking opportunities.

Park1 : The Council will increase the awareness and improve the image of existing on and off street parking facilities, including through provision of high quality information and signing.

Park2 : The Council will seek to improve the image and perceived user-friendliness of the Council's on-street parking operation.

Park3 : The Council will ensure that enforcement of all parking rules is fair, consistent and transparent by means of an enforcement protocol.

12.2   Off-Street Parking

Public off-street parking (which in Edinburgh is mostly in private ownership and control) can play an important role in supporting the City Centre and Edinburgh's traditional town centres. This works in two ways:

- off-street parking helps support retailing through improving perceived accessibility by car; and
- by allowing reduction and removal of on-street parking it can bring benefits to streetscape, pedestrians, cyclists, public transport, but also to general traffic flow and deliveries.

Off-street and underground parking has the potential to improve conditions in residential as well as in shopping and business districts.

Park and Ride has an important role in parallel with city centre off-street parking. It provides for long stay and commuter parking which does not necessarily need to be in the central area (see Section 12.7). Off-street parking in the city centre will continue to focus on short to medium-stay requirements – additional city centre commuter parking would have the effect of worsening peak period congestion.

Park4 : The Council will resist proposals for new car parking that are likely to encourage commuting by car.

Park5 : The Council will actively support transfers of both public and residents' on-street parking to off-street, with a focus on:

- the core of the City Centre from Queen Street to Chambers Street and Haymarket to Holyrood; and

- residents' parking in areas of high parking pressure.

Park6 : In pursuance of policy **Park5** the Council will support increases in the supply of short to medium-stay public off street parking within or close to the city centre retail core where:

- such increases are explicitly linked to reductions in on street parking provision providing significant benefits to streetscape and/or improved conditions for walking and/or cycling and/or public transport and

- there is reasonable evidence of a shortfall in parking supply given linked proposals to reduce on-street parking provision and

- the forecast impact of any resulting increases on delays on the road network is acceptable; and

- such increases are consistent with other policies in this LTS and wider Council Policy.

Park7 : The Council will work with partner organisations and private car park operators, including use of contractual and planning powers, to:

- encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short to medium stay activities;

- discourage all day parking;

- ensure adequate turnover to ensure availability of spaces throughout the day; and

- facilitate off-street parking by residents.

12.2.1 Off-street parking - actions

Pending the forthcoming review of parking actions the Council will continue with the actions set out in its 2007 LTS, including seeking to work with others to seek to replace City Centre on-street parking with off street/underground provision.

12.3 On-street parking

12.3.1 Overall approach to on-street parking

On-street parking can provide the most convenient option for the motorist, closest to the end of the journey. Public on-street parking has a significant role in the City Centre and in supporting the city's traditional town centres and main shopping streets. However, there are many competing demands on space and it is impossible to meet all on-street parking demand in much of Edinburgh. Furthermore, the removal of on-street parking can play an important role in improving the street environment.

A key objective of the Local Transport Strategy is to encourage and promote walking, cycling and public transport use. Parking policies have an important role to play in meeting these objectives by keeping bus and cycle lanes free of parked and loading vehicles, helping pedestrians to cross the roads, especially at junctions, and by reducing opportunities for all-day parking and therefore car commuting, particularly to the City Centre. They also have a key function in reducing congestion for all road users.

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

Park8 : The Council manage kerbspace in pursuance of its policy objectives. In particular, the Council will seek to provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

Park9 : The Council will consider less on-street parking as part of projects to enhance the City Centre environment and improve conditions for pedestrians, cyclists and public transport.

Park10 : Where on-street public parking can be replaced by off-street facilities, the Council will reallocate road space to pedestrians, cyclists and public transport and improve the streetscape.

Park11 : The Council will control parking where it causes safety problems or unreasonably reduces the mobility of other road users (including public transport passengers).

Park12 : The Council will use parking and loading controls (e g single and double yellow lines) to enable safe and effective movement by all means of transport. Subject to the review discussed in Section 12.3.3, there will be a presumption in favour of these restrictions applying 7 days a week.

Park13 : There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

Park14 : The Council will only relax parking and loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or the flow or safety of buses and other traffic.

Park15 : Loading and unloading will be managed to:
- maintain effective provision for businesses
- where necessary, move parking from the main road to allow more effective priority to be given to pedestrians, cyclists and public transport.

Park16 : The Council will make a general presumption in favour of the installation of bus stop clearways at all bus stops. Where there is significant on-street parking demand there will be a presumption in favour of bus stop boarders (protected by

clearways), to permit easy access to buses with the loss of the minimum number of parking spaces.

Park17 : The Council will seek to protect provision of short-stay parking for shoppers in traditional district and local centres (e.g. Morningside, Portobello, Gorgie).

Park18 : The Council will manage public on-street parking, including setting pricing levels and permitted lengths of stay, in order to:

- facilitate shopping and other short to medium stay activities;

- discourage all-day parking (especially by commuters) and provide adequate turnover to ensure availability of spaces throughout the day;

- balance supply, demand and turnover;

- recognise the competitive local retail environment; and

- where necessary, allow more effective priority to be given to pedestrians, cyclists and public transport, for example by moving parking from main roads to side roads.

12.3.2 Controlled Parking Zone

Controlled parking now covers a large area of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses while generally discouraging on-street commuter parking and thereby protecting residents' interests and supporting walking, cycling and public transport use.

In recent years, the Council has extended the Controlled Parking Zone. At the edges of the zone, the type of controls has been adapted to the different circumstances further from the city centre. "Priority Parking" areas, with a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day have been introduced. The lesser level of control means enforcement costs are lower. Permit prices are also significantly less than the cost of a standard residents' permit.

The recent Issues for Review consultation covered the subject of further extensions to Controlled and specifically Priority Parking. Based on the results of the consultation the focus will be on taking forward extensions of the areas covered by controls at the request of residents. However the Council may come forward with proposals where a parking issue is anticipated, for example around Tram stops.

Park19 : The Council will ensure that the hours of parking control best reflect the (sometimes conflicting) needs of different users and the objectives of this strategy.

Park20 : The Council will manage the price and availability of residents' parking permits in order to minimise the over subscription of permits in relation to available space, ensure the fairest possible allocation of permits and favour environmentally-friendly vehicles.

Park21 : The Council will ensure that tradespeople and local businesses can achieve sufficient access to parking in the CPZ to enable them to carry out their business without incurring parking penalties.

Park22 : The Council will ensure that visitors, people with mobility problems and carers have reasonable access to parking in the CPZ.

Park23 : The Council will keep under review the need for new CPZs/Priority Parking Areas and/or further extensions to the existing CPZ. In doing so its approach will be:

- to consider requests for new or extended CPZs or Priority Parking Areas in the light of evidence on current and future parking pressures in the relevant areas, the degree of local support, the wider parking strategy, and implementation costs.

- to retain the option of acting strategically - for example when new pressures are obviously foreseeable but not necessarily evident to the public (e.g. around suburban Tram stops).

12.3.3   Sunday and evening parking controls

Most parking controls in Edinburgh date back to before Sunday trading became widespread. Today, City Centre retailing operates on Sundays, much as it does on other days of the week.

The relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays. Crossing the road can be more difficult and cycling conditions are significantly worse.

The economic impact of free Sunday parking is uncertain. Retailers generally perceive it as positive but some parking space is occupied by commuters, and the lack of controls reduces turnover of parking spaces.

In order to deal with the current situation, the Council is considering introducing some Sunday parking controls. Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- impact on the City Centre economy - to what extent would changes benefit or disbenefit the economy;
- impact on other Sunday activities, notably worship.

Currently, Sunday bus services are at a lower level than on other days. If parking controls were introduced, it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements. A further possibility would be to use a proportion of any net income from Sunday parking to support more bus services.

Some additional City Centre Sunday restrictions are necessary to allow the Tram to operate.

With the above in mind, our proposed approach is to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:

- the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on other days;
- considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday;
- considering to what extent residents parking controls will need to operate.

The extent, nature and timing of controls will be the subject of further consultation.

12.3.4 On-street parking actions, including Controlled Parking Zone and Sunday Controls

Most of the actions implemented under the LTS 2007 - 2012 related to on-street parking. As noted above, the Council's Parking Action Plan will be reviewed during 2014. Pending this review, actions relating to on-street parking (and not discussed in other sections of this chapter) that it is planned to take forward will include:

- extending eligibility for visitors' permits to parking zones 1 to 8, including the additional allocation for people with special care needs;

- extension of parking and loading controls on Sundays. (see Section 12.3.3);

- considering extending the hours of operation of the Controlled Parking Zone;

- signing of parking controls and whether there is scope to reduce signage and lining;

- parking provision for disabled and mobility impaired people;

- free parking in public, residents and shared use spaces for city car club cars (users are already paying an hourly charge well in excess of parking fees); and

- reviewing the mechanism for requesting extensions in controlled/priority parking and the means by which the Council assesses and prioritises extensions.

12.4 Development Management

Parking standards for new developments have an important influence on how people travel. They have to balance:

- containing traffic generation - parking availability has a large effect on people's travel choices;
- seeking to minimise overspill parking on surrounding streets;

- supporting the economic viability of locations that favour walking, cycling and public transport, for example the City Centre and main shopping streets; and
- seeking to minimise the amount of space occupied by parking.

To this end, parking standards set upper and lower limits on parking provision for most types of development. The parking standards are based on a zone system, with different levels of parking sought in each zone. The zone system reflects accessibility by public transport, on foot and other relevant criteria.

Park24 : Through the planning process, the Council will ensure that the parking provision in new developments is in accordance with the objectives of this strategy.

Park25 : The Council will ensure that the adverse impacts of car parking in new developments are minimised.

Park26 : Through the development control process, the Council will encourage the development of car-free housing, or housing with an emphasis on low car ownership and high membership of city car clubs.

Park27 : The Council will ensure that, when strategic changes are made to land-use in the city, parking is planned at an early stage.

12.5   Mobility Impaired Drivers

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

The Council will continue to issue blue badges to people with serious mobility impairments to allow them to park close to their final destination. Provision of disabled parking opportunities will be included in Street Design Guidance referred to in Section 7.1.

The Council's parking service provision accommodates the Disabled Persons' Parking Places (Scotland) Act.

Park28: The Council will ensure that parking policies take into account the needs of people with mobility impairments and other disabilities.

12.6   Fraud

Parking controls introduce the potential for misuse and fraud, creating unfairness for other users and potentially undermining the objectives of the scheme.

Park29 : The Council will continue to take action to minimise parking-related fraud.

12.7   Park and Ride

Park and Ride (P+R) provides an option for people to access the city without driving into the urban area, and so plays an important role in relieving traffic and parking pressures. Six large purpose-built P+R sites around Edinburgh complement the extensive but generally smaller-scale parking provision that exists at most rail stations in the SEStran area.

Three P+R sites are in Edinburgh; Hermiston, Ingliston, and Newcraighall (Park and Rail). Three more, Sheriffhall, Ferrytoll and Straiton, are located in neighbouring Council areas. Occupancy at Ingliston, Hermiston and Ferrytoll is high, while Straiton and Newcraighall have proved less popular. Ingliston will be served by the Edinburgh Tram.

Detailed design and planning permission is in place for a possible extension of Hermiston by 600 spaces, with negotiations to secure the land due to be completed by 2014. Any future extension will depend on funding being identified, and also to a certain extent on the impact of the Tram service on travel behaviours in the west of the city.

Midlothian Council has also safeguarded land for a potential site at Lothianburn.

The location and pricing structures for P+R need to be carefully considered to avoid journeys once made entirely by public transport to be made in part by car, with interchange at the P+R site. This can increase traffic levels and undermine existing bus services in the areas from which these journeys originate. Cycling can provide an alternative way of reaching the P+R sites.

The ring of P+R sites that now exists offers potential to help reduce congestion on the city bypass. An orbital bus service making use of the bypass and receiving priority, perhaps by making use of the hard shoulder, could move people efficiently from sites like Sheriffhall and Straiton to destinations like Edinburgh Park and Edinburgh Airport. Similarly, drivers from the west and Fife could leave their cars at Ingliston or Hermiston and take a bus to the Royal Infirmary. SEStran has developed initial proposals for such an orbital bus rapid transit service and the Council supports further development of this concept in preference to measures to increase the capacity of the city bypass for general traffic. See also Sections 4.2, 10.2 and policy **PubTrans4**.

The opening of the new Forth Crossing may increase traffic pressure on the A90 corridor. The Council will keep this under review and will consider whether there is a need for additional Park and Ride capacity to help deal with it.

Park30 : The Council will continue to support and promote bus- and rail-based P+R, with a focus on sites that currently have lower utilisation. The Council will work with operators, seeking to ensure that the most attractive ticket packages are available to users.

Park31: The Council will support the development and/or extension of station car parks at locations both within and outwith Edinburgh.

Park32: Subject to consideration of the impact on longer distance bus and rail services, the Council will support new and enlarged P+R sites serving Edinburgh.

Park33: The Council will promote access to P+R sites by bus, cycle and on foot, and will support the provision of high quality public transport services to link P+R sites to major destinations outside the City Centre.

12.7.1 Park and Ride - actions

The Council will:

> ➢ promote use of P+R;
> ➢ subject to assessment of demand following Tram opening, progress work on a P+R extension at Hermiston; and
> ➢ expand provision of real time bus information to the Newcraighall Park and Rail site.

13. Freight

The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Within the city, the key issues relate to deliveries of goods, particularly to retailers and business premises requiring locations for loading and unloading. Congestion can also reduce the efficiency and reliability of servicing traffic within the city.

Current retailing trends, especially use of the internet, are leading to increasing volumes of deliveries to private homes. Freight movement, related to construction and manufacturing within the city, is more limited in scale and problems tend to be more localised, close to specific sites.

Major distribution and trans-shipment centres servicing deliveries in the city are mainly located close to the city bypass, or outside the city on the national motorway network.

OBJECTIVES

To increase the efficiency of freight movement and deliveries to and within the city.

To work with the freight sector in trying to minimise the environmental impact of deliveries.

13.1   Freight movement

There is generally no alternative to local deliveries by road, and Edinburgh's economy can only benefit through facilitation of efficient delivery operations.

A number of factors affect efficiency. These include congestion, which causes delay and unreliability, inadequate loading/unloading facilities and access limitations. Efficiency is also affected by the way in which the logistics sector itself is managed, for example the extent of empty running.

Many of the measures included in the strategy to tackle congestion and encourage alternatives to the car will benefit all remaining traffic, including goods vehicles.

There are rail freight flows across the city, but within it major rail freight movements are confined to the movement of waste to landfill. Use of rail freight access to the Port of Leith has recently declined.

There are important requirements for good freight connectivity to national and international destinations. These are considered in Chapter 14 on external connectivity.

It is important that new development provides adequately for servicing of premises. At the planning stage, however, precise servicing requirements may not be known, as they will depend on the logistics requirements of an eventual occupant.

Freight1 : The Council will identify and address the needs of freight transport users when implementing broader transport policies within Edinburgh, including ensuring through the planning process that new developments include adequate provision for access and loading / unloading.

Freight2 : The Council will support measures to achieve the movement and delivery of goods within and through the city efficiently and safely, with the minimum possible impact on the environment.

The use of diesel engines means that goods vehicles make a significant contribution to the air quality problem of nitrogen dioxide (NO_2) concentrations. Goods vehicles can be physically and visually intrusive, particularly when they are delivering to shops or are in a confined street environment. Noise can also be a problem, especially with night-time deliveries.

The Council engages with operators through the "ECOSTARS" project, funded by Intelligent Energy Europe. Given that road freight operations contribute to emissions that affect air quality, operators will be involved in any future proposals for emission control measures, as set out in the section on air quality.

Freight3 : The Council will work with road freight operators in the development of any proposals for emission control measures.

The increase in car-based shopping in recent years means that the car is often, in effect, the final link in delivering freight to the household. This generates large amounts of traffic, and, by encouraging car-based retail locations, makes life without a car difficult. It also hinders the efficient movement of goods by road. The Council welcomes the increase in home delivery services, which act to reduce car dependency and the need for car travel.

Freight4 : The Council will consider how it can facilitate home delivery as part of any significant review of parking and loading controls

The Council strongly supports the maximum possible use of rail and sea freight. It has a direct role in relation to the management of waste, but otherwise, its role primarily involves use of its Planning powers, ensuring that options for rail or sea access are not closed off, for example by development on a disused rail alignment . The Council can encourage proposals for distribution centres or other freight generators to be developed on a multi-modal basis and, where appropriate, can require goods access by rail through the Planning process.

Freight5 : The Council will support the use of rail and sea freight, in particular through the Planning process. It will:
- safeguard rail access to key industrial sites;
- safeguard key distribution locations including the former Portobello freightliner terminal;
- seek to ensure that any major new freight generating developments, including developments within Leith Docks, are accessible to the rail network; and
- seek to ensure that any continuing bulk movement of waste and recycling products from Edinburgh continues to use rail.

The Council will endeavour to set a good example in the sustainable transport of goods, where this can be achieved within an overall best value framework.

Freight6 : The Council will seek to ensure that its procurement procedures for freight transport ensure that services purchased have the least environmental and safety impacts.

Freight consolidation is a concept whereby goods are taken off conventional (especially large) lorries away from the destination (generally shops) and final delivery is made by a dedicated fleet of environmentally-friendly vehicles. It offers potential benefits in relation to a number of the adverse impacts of lorries. There are significant set-up and operational costs and no European examples of a scheme operating at a city scale in a place comparable to Edinburgh. So at present the concept does not appear feasible for application here.

13.2   Unloading and parking.

The SEStran Freight Study identified road freight operator, driver and receiver concerns about on-street loading and unloading. The problems identified were congestion, parking enforcement, loading bays being used by members of the general public and confusion over time restrictions.

However, a study for the Council found that there was little interest from operators in an automated system for the pre-booking of loading and unloading bays, which was aimed at assisting with problems of access for road freight operators.

Freight7: The Council will seek to provide adequate and easily understandable opportunities for loading and unloading, balanced with the needs of other road users and road maintenance.

Other policies regarding parking and loading are dealt with in Chapter 12. The Parking Action Plan considered the needs of business and goods vehicles, and this will be revisited when the Action Plan is reviewed in 2014.

Studies carried out by the SEStran Freight Quality Partnership have shown that the best locations for meeting the demand for overnight lorry parking are in Falkirk and Fife. Currently lorry parking is provided on a commercial basis within Edinburgh. If evidence of demand for a site in Edinburgh should emerge, it is anticipated that this will be met commercially. Requests for the Council to become directly involved in this activity will only be considered if evidence suggests that commercial provision is insufficient and this is causing problems for residents or environmental problems.

Freight8 : The Council will support the private sector provision of lorry parking on a commercial basis. Requests for the Council to become directly involved in the provision of lorry parking will only be considered if evidence suggests that commercial provision proves inadequate on environmental grounds.

13.3 Freight - actions

➢ The Council will continue to work with SEStran, and operators through the ECOSTARS project, the Transport Forum and other channels to seek means of reducing the impact of freight transport in the Edinburgh city region; and

➢ the Council will consult with operators on the issues of both freight movement and of parking when reviewing the Parking Action Plan.

14. Edinburgh's Connectivity

Edinburgh is the most important driver of the Scottish economy, a major global tourist destination and an important centre for financial services. As such it needs good connectivity to its Regional catchment, to the rest of Scotland and the UK, and internationally.

While the Council has no direct control over the motorway and trunk road network, or of rail, coach, air and sea services, it seeks to influence its connections, working towards the same broad objectives as for local travel. This means it has a twin focus on supporting the city's economy, while aiming to minimise adverse impacts of city traffic to protect the local environment and support climate change targets.

Public transport, especially rail services, plays a critical role in Edinburgh's connectivity. Initiatives and infrastructure within the city are often very relevant to longer distance connectivity. Chapter 10 covers public transport, Chapter 12 Park and Ride. This chapter focuses on passenger movement; Chapter 13 covers freight issues.

OBJECTIVES

To facilitate the regional, national and international connectivity needed to support the economy of the Edinburgh city-region.

To mitigate the impact of long-distance travel on the local and global environment and transport network.

14.1 Regional and Scottish connectivity, and the Queensferry Crossing

The SEStran Regional Transport Strategy (RTS) 2008 – 2023, currently under review, provides the framework of regional transport priorities.

The RTS includes important measures such as better orbital public transport services around Edinburgh that not only support economic objectives but also provide important social benefits, for example in access to health care.

Scotland's National Transport Strategy, approved in 2006, remains in force.

14.1.1 Road upgrades

Edinburgh's constrained road network, the impact of road traffic on quality of life and the need to meet climate change and air quality targets mean that it makes sense to favour strongly public transport for access into the city. The Council will support improvements to connectivity that do not increase traffic and congestion pressures in and around Edinburgh itself. For travel outwith and around the edge of Edinburgh, it makes sense to encourage higher occupancy of cars as well as use of public transport. Significant increases in general road capacity within or near the edge of the city, without a major component of public transport priority, are likely to fuel congestion in the built-up area of outer Edinburgh, where the scope for capacity increases is extremely limited.

Connect1 : The Council supports enhancement of individual junctions on the strategic road network, incorporating bus priority, as set out in Chapter 4 (see also policies **Pubtrans4** and **Connect2** relating to bus and High Occupancy Vehicle priority on the city bypass).

Connect2 : The Council will only support major road upgrades to or around Edinburgh, including on the city bypass, where the principle outcome is to prioritise public transport (and, where appropriate, high occupancy vehicles). Improvements should protect vulnerable road users.

Policy **PubTrans4** sets out the Council's policy on bus services around the city bypass.

14.1.2   Queensferry crossing

The most significant regional transport infrastructure project is the new Forth Bridge, the "Queensferry Crossing", due to open in 2016. After construction of the Queensferry Crossing, the existing Forth Road Bridge will be maintained as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists. In the future it could also be adapted to carry a Tram.

Transport Scotland prepared in 2010 and has now refreshed a Public Transport Strategy for the combined new and existing crossings. This work was carried out in partnership with SEStran and relevant local authorities, including the City of Edinburgh Council. The strategy seeks to ensure public transport integration and encourage modal shift from cars to public transport. To this end it includes a number of projects, including "Park &Choose" facilities at Halbeath and Rosyth, improvements to Newbridge interchange to prioritise buses and bus priority on the A8/A89.

Over the past two years some elements of the Strategy have been completed, including the Park and Choose site at Halbeath and bus lanes on the M9 and M90. The Council will continue to work with partners to implement remaining projects.

Connect3: The Council supports use of the existing Forth Road Bridge (after completion of the Queensferry Crossing) as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists, and possible future adaptation to carry Trams. It would not support further widening of the permitted categories of vehicle.

14.1.3   Queensferry Crossing – action

➢ The Council will work with Transport Scotland to deliver the Refreshed Public Transport Strategy for the Queensferry Crossing.

14.1.4   Rail and coach services

Within Scotland, there is significant scope for further development of rail services. The potential benefits to the Scottish economy of reduced journey times need to be understood and the Council will support practical options for improvement.

Electrification has potential to speed up services and, with suitable changes in electricity generation, to deliver a near zero-carbon rail system.

The Edinburgh-Glasgow corridor is particularly important. Rail services on this route are well used, but there is room for improvement. The Council supports further upgrading of services between the two cities, including the Scottish Government's current proposal for a high-speed link suitable for incorporation into a future extension to HS2. The Council also supports reinstatement of the full Edinburgh-Glasgow Improvement Project with the faster journey times, more frequent trains and better connections that the project promised.

Rail services to Aberdeen, Stirling, Perth and Inverness, are generally punctual. However there is considerable scope for reducing journey times – average end to end journey speeds are typically only around 50mph or slower.

Connect4 : The Council will continue to support enhanced rail connections to other Scottish cities, particularly increased capacity of the Edinburgh – Glasgow route as set out in the Edinburgh Glasgow Improvement Project. It supports action to reduce journey times and increase electrification.

Waverley and Haymarket Stations and the rail line between them play a pivotal role - see Section 10.7 and policy **PubTrans11.**

Coach services offer another affordable and environmentally-friendly form of longer distance travel and there is a good network of connections across Scotland. Furthermore, a significant proportion of Edinburgh's visitors arrive by chartered Coach. Coaches make similarly efficient use of roadspace to buses and, in recognition of this, are permitted access to the city's bus lanes.

14.2   UK and international links

14.2.1   Rail and Coach

Connectivity to London and to major business centres abroad is important for Edinburgh. Currently, air takes a significant share of Edinburgh-London travel, with over 40 flights a day to London on average.

Rail travel to London and the rest of England is the most sustainable mode of transport to these destinations from Edinburgh. It could potentially capture a much greater share of the market. However, capacity on both main rail routes to England limits the scope for growth. Also, shorter journey times are necessary to compete effectively with air for travel to many English cities. European experience suggests that rail becomes highly competitive when journey times are three hours or less. At present, of the larger English cities, only Newcastle and Leeds are currently within this travel time from Edinburgh.

As for Regional and Scottish connections, the capacity of Waverley and Haymarket rail stations and the route between them are critical – see policy **PubTrans11.**

Some journey time improvements are achievable on the existing East and West Coast main lines, but in the longer term substantial time savings and necessary increases in capacity can be delivered only with new infrastructure.

The Council has actively promoted the case for high-speed rail between Scotland and the south of England, with a target of a journey time well under three hours between Edinburgh and London. The Council will continue to seek early implementation of high speed services and infrastructure serving Edinburgh and Scotland.

Connect5 : The Council supports measures to achieve significant reductions in rail journey times from Edinburgh to London and other destinations in England and Wales through:

- upgrades to existing routes and services; and

- construction of High Speed 2, including new infrastructure north from Manchester and/or Leeds to Edinburgh.

Connect6 : For long-distance travel, the Council will prioritise initiatives which support the use of rail, coach (and where applicable, sea) travel over air travel.

14.2.2 Air

In recent years, the overall growth of air traffic at Edinburgh has slowed significantly. International traffic is still growing relatively strongly, while domestic traffic has declined with rail significantly increasing its market share.
In order to mitigate the impacts of access to the airport and keep the road network operating efficiently the Council wants to minimise the number of associated car trips and maximise use of public transport services. It will work with Edinburgh Airport to help achieve this.

The Edinburgh Tram line should increase the proportion of public transport users significantly. Edinburgh Airport aims to achieve a public transport mode share of up to 35 per cent of total departing passengers by 2017 (to be reviewed once the Tram has started operating), up from the present mode share of about 31 per cent.

Some types of car access, in particular 'kiss and ride' or taxi access, generate more vehicle trips per air passenger journey than people who simply park at or near the Airport – a passenger making a single return trip to the Airport by car is more efficient than two return trips by a taxi driver to drop off and collect that passenger. A certain level of parking supply is therefore needed to manage traffic to the airport.

Current projects being discussed with Edinburgh Airport include:

- development of a gateway from the terminal building to the Tram stop which will deliver greater connectivity and an enhanced customer experience; and
- development of an enhanced parking facility at Ingliston with a Tram connection to the airport.

Road access improvements to the airport are discussed in Chapter 4.

Connect7: The Council will work with the owners and operators of Edinburgh Airport and other partners to continue to increase significantly the use of sustainable travel modes for access to Edinburgh airport. Its guiding principle will be to seek a balanced package of interventions that minimises the number of motor vehicle movements per air passenger and per trip to work.

15. Making it happen

15.1 Delivering our actions

This document is a means to an end rather than an end in itself. Delivering its aspirations requires investment and effort by the Council and others. Our summary Plan and Programme is set out in Appendix 2. This provides a list of the actions and projects we will be channelling investment into over the next five years and beyond. The Plan and Programme has been co-ordinated with the emerging Local Development Plan and the LDP's proposed Action Programme.

15.2 Collaborating with our partners

One of the successes in delivering the objectives of the last LTS was the amount that we achieved through working closely with our partners. Organisations such as Sustrans, Paths for All, Police Scotland, NHS Lothian, Essential Edinburgh and the European CHAMP partnership (Cycling Heroes Advancing sustainable Mobility Practice) were instrumental in helping us to achieve many valuable schemes and projects. Looking ahead to the next five years, we intend to build on these strong partnerships and explore new ones to help us deliver our outcomes.

15.3 Maximising resources

The economic climate remains very challenging. Over the next three to five years, the Council must find further savings to assist in eliminating local and national budget deficits. This comes at a time when the demand for Council services is projected to rise.

The Council will continue to explore all potential sources of funding. In recent years, for example, we have benefited from match-funding for several projects from the Scottish Government, the EU and organisations such as Sustrans. Edinburgh has been one of the first local authorities in the UK to explore tax incremental financing (TIF), where funding for development is raised against the projected income from future business rates, and there may be opportunities to use TIF funding for transport infrastructure in Edinburgh's growth areas.

Appendix 1: Our indicators

The following indicators will be used to measure our progress between 2014 and 2019. Most were first set out in the Transport 2030 Vision document. A few have been adapted or amended based on issues encountered over the first three years.

Outcome 1: Be green – reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.

1.1   Greenhouse gas emissions for road transport in Edinburgh
1.2   Overall level of motor traffic within the City
1.3   CO2 emissions from Council transport

Outcome 2: Be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.

2.1 Proportion of journeys to school by walking and cycling
2.2 Pedestrian activity in the City Centre
2.3 Levels of customer satisfaction with quality of streets, buildings and public spaces

Outcome 3: Be accessible and connected locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.

3.1 Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment
3.2 Accessibility of hospitals by public transport (population within 30 minutes public transport travel time), 8am – 9am weekdays
3.3 Satisfaction with access by public transport

Outcome 4: Be smart and efficient, providing reliable journey times for people, goods and services

4.1 Journey time variability by public transport
4.2 Peak time person trips to the City Centre
4.3 Average estimate journey time over selected routes on foot

Outcome 5: Be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.

5.1 How we travel for work and education journeys
5.2 Views on convenience of public transport
5.3 Possibility of using public transport for work or education journeys

Outcome 6: Be, and be perceived to be, safe, secure and comfortable so that people feel able to move around by whichever mode they choose, whenever they wish.

6.1 Number of killed or seriously injured casualties
6.2 Pedestrian and cycle casualty rates
6.3 Feeling safe when travelling by bus in the evenings
6.4 Feeling safe when travelling by train in the evenings

Outcome 7: Be inclusive and integrated. Everyone should be able to get around the city regardless of income or disability.

7.1 Integrated ticket sales
7.2 Accessible public transport infrastructure
7.3 Accessibility for those with no car access
7.4 Demand not met for door to door transport

Outcome 8: Be delivered through responsive, customer-focussed and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those at risk of marginalisation.

8.1 Time taken to implement a Traffic Regulation Order
8.2 Level of satisfaction with Transport Service
8.3 Satisfaction with bus services

Outcome 9: Be effectively maintained to enhance and maximise our assets; with well co-ordinated works and high quality materials

9.1 Percentage of road network that should be considered for maintenance treatment
9.2 Percentage of all street light repairs completed within seven days

Appendix 2: Plan and Programme

	Status	Implementation Period		Delivery Partners		Order of cost to CEC - up to 2019	Order of cost to CEC - post 2019	Development driven project	LDP ref	Notes
		By 2019	> 2019	Lead	Other					
Active Travel Action Plan package.		✓	✓	CEC	NHS Lothian, Sustrans, Spokes The Uni of Edi, Living Streets, Essential Edinburgh.	5	Not known	–	T8	Subject to successor plans being approved.
Public and Accessible Transport Action Plan package.		✓	✓	CEC	Public Transport Operators.	5	Not known	–	–	Subject to successor plans being approved.
Road Safety Plan package.		✓	✓	CEC	NHS Lothian, Police Scotland and Scottish Fire and Rescue Service.	4	Not known	–	–	Subject to successor plans being approved.
Public Realm.		✓	✓	CEC	Project dependent.	5	Not known	–	–	Public Realm Strategy. Planned priorities include the Leith Programme, Waverley Bridge, Charlotte Square, Rose Street, Chambers Street, Thistle Street / Lanes Castlehill, Royal Mile Action Plan, St Andrew Square and Victoria Street.

Project				Lead	Partner					Notes
Rail enhancements in E Scotland.		✓	✓	Transport Scotland	Rail industry	1	1	–	–	Part of the Scottish Government's Strategic Transport Projects Review.
Edinburgh Glasgow Rail improvements.		✓	–	Transport Scotland	Network Rail	1	Project complete.	–	–	Estimated cost for Edinburgh to Glasgow electrification element of £400 million, anticipated completion date of this work is 2016.
Edinburgh Gateway Station.	-	✓	–	Transport Scotland	–	1	1	–	–	Estimated cost of this tram / train interchange is £37 million. Project is part of the Edinburgh Glasgow Rail improvements.
Almond Chord.		–	✓	Transport Scotland	Rail Industry	1	1	–	T2	Previously known as 'Dalmeny Chord'.
Borders Rail.	-	2015	–	Transport Scotland	Rail Industry	1	1	–	–	Council has contributed £2.1 million towards this scheme as well as officer and member time. Completion scheduled for summer 2015.
Waverley Station.	-	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Waverley Station.
Haymarket.	-	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Haymarket Station.
High Speed Rail Edinburgh to Glasgow.		✓	✓	Transport Scotland	Rail Industry	1	1	–	–	Transport Scotland has commissioned initial studies into provided high speed rail between Edinburgh and Glasgow. The studies used a completion date of 2024.
High Speed Rail - to England.		✓	✓	UK / Transport Scotland	Rail Industry	1	1	–	–	No detailed plans for extending high speed rail to Scotland. Current plans anticipate extending high speed rail links from the West Midlands to Leeds and Manchester by 2033.
Park & Ride.		✓	✓	CEC	Bus Operators	3	Not known	–	–	Funding in place for land purchase for Hermiston extension.
Tram network extensions.		–	✓	CEC	Transport for Edinburgh	–	Not known	–	–	Assumed costs to CEC relate to development work.

Project				Lead	Funding				Timescale	Comments
Newcraighall to Queen Margaret Uni Public Transport Links.		Not known	Not known	CEC / Dalrymple Trust.	–	1	–	✓	T7	Timescale dependent on development.
Orbital Express Bus.		Not known	Not known	SEStran	–	1	Not known	–	T5	Reports prepared for SEStran in 2009 - 2010. No current proposals to proceed with project.
Forth Crossing Public Transport Strategy.	-	✓	✓	Transport Scotland	CEC, Fife, West Lothian, bus operators, ScotRail, SEStran, CPT Scotland.	1	1	–	–	Assume all major funding by central government
Traffic Management Systems.	-	✓	✓	CEC	–	4	4	–	–	Continued investment in Urban Traffic Control systems, VMS and real time air quality monitoring systems.
Newbridge, upgrade of junction.		Not known	Not known	Transport Scotland	CEC/WLC S75 contributions	Not known	Not known	✓	T12	Some monies collected from developments but considerably less than needed. No design. Assume majority funding by central government.
Eastfield Road upgrade and other W Edinburgh Projects. *(1)*		✓	✓	West Edinburgh Development Partnership	CEC S75 contributions	£15M Project Cost. CEC and other partner contributions not assessed.	Not known	✓	T9	Eastfield Road dualling not required to support development, but desired by development partners plus airport to enhance area. Dumbbells roundabout improvement identified a key project but no funding available.
North Edinburgh Active Travel and Public Transport package.		✓	✓	Forth Ports/CEC Transport	CEC S75 contributions	Not known	Not known	✓	–	Some NETAP money collected and link to North Edinburgh Cycle path from Trinity Road completed.
Ocean Drive extension.		✓	☐	CEC	Developer	5	–	✓	T15	Project funded by a Tax Incremental Financing package.

Scheme				Lead					Ref	Description
Road from west of Fort Kinnaird to The Wisp.		Not known	Not known	Developer	–	1	Not known	✓	T16	New road from The Wisp and Newcraighall Road to improve traffic conditions on approaches to Fort Kinnaird. No timescale for delivery.
Craigs Road.		Not known	Not known	Developer	–	1	Not known	✓	T18	Improvements to Craigs Road and increased junction capacity with Maybury Road. No timescale, dependent on delivery of development.
Barnton Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T19	Increased junction capacity based on traffic signals controlled by MOVA (Microprocessor Optimised Vehicle Actuation). Indicative cost of £300,000. No timescale, dependent on delivery of development.
Gilmerton Crossroads.		Not known	Not known	Developer	CEC	1	Not known	✓	T20	Reconfiguration of junction, with access and parking strategy for Drum Street to alleviate congestion caused by cars parking near the junction. No timescale, dependent on delivery of development.
Burdiehouse Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T21	Reconfiguration of junction to ease congestion for north - south traffic. No timescale, dependent on delivery of development.
Maybury Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T17	Increase in junction capacity. Required for nearby development. No timescale for delivery.
Edinburgh Waterfront Promenade.		✓	✓	CEC	–	4	5	–	–	Delivery plan in Edinburgh Waterfront Promenade Design Code. Funding sources to be identified.
Edinburgh Park /The Gyle - Road Adoption.		Not known	Not known	Developer	CEC	1	Not known	✓	–	Adoption of roads within Edinburgh Park and The Gyle to allow for business led mixed use. No timescale for delivery.
A720 Sheriffhall.		Not known	Not known	Transport Scotland	–	1	1	–	T14	Cost and implementation dates unknown .

A720 Old Craighall.		Not known	Not known	Transport Scotland	–	1	1	–	–	Cost and implementation dates unknown .

Notes:

Status Colour Coding.

Colour status:

	Programme or project fully funded and has all necessary legal and other consents
	Clear proposals in place and funding identified to enable significant implementation progress
	Clear proposals in place but insufficient funding to implement
	Outline proposals only
	Privately funded

Order of cost

Low - likely to be staff time only	1
up to £100K	2
£100K to £1M	3
£1M to £10M	4
£10M to £100M	5
£100M +	6

(1) Other West Edinburgh projects include:

A8 'dumbbell' junction upgrade
A8 bus priority measures
Gogar roundabout upgrade

Gogar to Eastfield road

Appendix 3: Key policy documents and Action Plans

There are a number of related policy documents which have an impact on or are impacted upon by the LTS. These are listed below, together with the transport-related Action Plans.

POLICY DOCUMENTS

Scottish

- National Transport Strategy
- National Planning Framework
- Scottish Planning Policy and Planning Advice Notes
- Strategic Transport Projects Review
- *Designing Streets*

Regional

- SEStran Regional Transport Strategy
- The Strategic Development Plan for Edinburgh and South East Scotland

Local

- The Edinburgh Partnership Single Outcome Agreement
- The Edinburgh Transport 2030 Vision
- The City Local Plan, Rural West Edinburgh Local Plan and the emerging Edinburgh Local Development Plan
- Delivering Capital Growth
- A Strategy for Jobs
- The Air Quality Action Plan
- Local Community Plans

TRANSPORT ACTION PLANS

- Streets Ahead Road Safety Plan
- Active Travel Action Plan
- Public and Accessible Transport Action Plan
- Roads Maintenance and Renewals Action Plan (under development)
- Parking Action Plan (due 2014)

Appendix 4: References

Chapter 2

1. The Audit Scotland Road Condition Indicator is defined as 'The percentage of the road network that should be considered for maintenance treatment.' 'Considered for maintenance treatment' means that there is likely to be some defect in the condition of the road, but councils will need to carry out further detailed investigation and plan their programme having considered other factors including the impact on spending provision, user delays and safety concerns.

Chapter 5

2. Sustainable Edinburgh 2020 Vision

Chapter 6

3. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Transport and Environmental Analysis Group. Centre for Transport Studies. Imperial College London
20mphStudyFinalReport10April2013

4. Setting Local Speed Limits: Department for Transport circular 01/2013
https://www.gov.uk/government/publications/setting-local-speed-limits

5. Edinburgh People's survey results 2012, overall report page 65.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report

Chapter 10

6. Edinburgh People's survey results 2012, overall report page 66.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Governance of Major Projects: Water of Leith and Braid Burn Flood Prevention Schemes

Item number	7.3
Report number	
Wards	5 – Inverleith
	8 – Colinton/Fairmilehead
	10 – Meadows/Morningside
	12 – Leith Walk
	14 – Craigentinny/Duddingston
	15 – Southside/Newington
	16 – Liberton/Gilmerton
	17 – Portobello/Craigmillar

Links

Coalition pledges	P28
Council outcomes	CO15 and CO21
Single Outcome Agreement	SO4

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EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Executive summary

Governance of Major Projects: Water of Leith and Braid Burn Flood Prevention Schemes

Summary

The Water of Leith and Braid Burn Flood Prevention Schemes were both developed following the severe flooding in 2000.

The Water of Leith Flood Prevention Scheme (WoL FPS) comprises a series of walls and embankments along the river banks to protect properties from flooding. There are other associated works such as landscaping, pumping stations and drainage. Upstream storage has been created by modifying Harlaw, Threipmuir and Harperrigg Reservoirs. This has the benefit of reducing high flows during storms. As funding was not available to implement the Scheme in full, Council agreed at its meeting of 28 July 2009, to deliver it in phases. Phase 1 includes defences at Veitches Square, Stockbridge Colonies, Warriston, St Marks Park and Bonnington. This phase is largely complete.

Proposals for Phase 2 of the WoL FPS are currently under review and are likely to concentrate efforts in the Murrayfield/Roseburn Area.

The Braid Burn Flood Prevention Scheme was completed in 2010 and comprises a series of walls and embankments along the watercourse. There are other associated works such as new culverts and bridges, landscaping, pumping stations and associated drainage. Online storage was created at Colinton Mains, Inch Park and Peffermill Playing Fields which has the benefit of reducing high flows during storms.

The design criteria for both schemes are the same and allow for a 1 in 200 year event with an additional allowance for climate change.

An assurance review has been undertaken by the Corporate Programme Office (CPO) to determine lessons learned from Phase 1 of WoL FPS and the state of readiness for Phase 2. The assurance review report identified a number of recommendations and programme response/actions. This report details progress made against these recommendations.

The report details the governance arrangements that have been put in place and those being developed and details processes to ensure lessons learned on Phase 1 are taken forward into future phases.

A number of issues were encountered during the construction of the Braid Burn Flood Prevention Scheme (BB FPS) and cognisance was taken of these, in the further development of the design and documentation for the WoL FPS.

Recommendations

It is recommended that the Committee:

1 notes the progress made in relation to the findings of the Assurance Review Report undertaken by CPO;

2 notes that cognisance has been taken of a number of issues encountered on the BB FPS;

3 notes that Phase 1 of the WoL FPS is now substantially complete;

4 notes that Phase 2 of the WoL FPS is now being taken forward; and

5 refers this report to the Governance, Risk and Best Value Committee.

Measures of success

Modifications to the spillways at Threipmuir, Harlaw and Harperigg Reservoirs, completed in 2010, are helping to reduce the risk of flooding downstream. This work benefits all at risk properties along the length of the watercourse by providing additional storage capacity during storm events.

Benefits that arise from the completion of Phase 1 of the WoL FPS include the protection of 1,532 residential properties and 78 commercial properties.

Enhanced governance and protocols have now been put in place to ensure that Phase 2 of the WoL FPS delivers its benefits on time, on budget and to quality standards agreed with the stakeholders. The new reporting arrangements introduced will ensure transparent and consistent reporting by analysing key milestones, benefits, financials, risk and governance processes.

Financial impact

The budget available within the current Capital Investment Programme for completion of the WoL FPS was £63.539m.

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

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

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

Equalities impact

Opportunities were taken within the scheme to address social inclusion in the development of the design of the scheme. Where possible steps were removed and fully compliant access ramps introduced.

An Equalities Impact Assessment will be considered further in the development of Phase 2 of the WoL FPS. Access arrangements will be improved in future phases of the project. All stakeholders, interested parties and vulnerable groups will be consulted in the development of Phase 2.

Sustainability impact

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

Consultation and engagement

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

A communications strategy has been developed to inform those affected by the outstanding works.

It is also intended to engage further with the stakeholders in the development of the proposals for Phase 2 of the WoL FPS. The initial Stakeholder Meeting was held on 23 September 2013 with follow up meetings to be held.

Background reading/external references

- Terms of Reference for Working Group
- Terms of Reference for Oversight Group
- Risk Register
- Register of Activities
- Terms of Reference for Stakeholder Engagement
- Communications Strategy
- Financial Summary

Report

Governance of Major Projects: Water of Leith and Braid Burn Flood Prevention Schemes

1.   Background

1.1   On 24 November 2009, the Council agreed to complete the Water of Leith Flood Prevention Scheme (WoL FPS) in phases.

1.2   Advance works to provide additional storage during storm events at the reservoirs in the headwaters were completed in 2010.

1.3   Phase 1, which comprises defences at Bonnington, St Marks Park, Warriston, Stockbridge Colonies and Veitches Square, was largely completed in September 2013 with only minor works to pumping stations and Bell Place Bridge to finish.

1.4   As part of the process for governance of major projects, the Corporate Programme Office (CPO) has undertaken an Assurance Review on Phase 1 of the WoL FPS and examined the state of readiness for Phase 2.

1.5   Progress made against the recommendations of the Assurance Review is detailed in this report. Points raised in the Assurance Review comprise:

- Strategic Alignment;
- Governance;
- Business Case;
- Risk Management;
- Resource Management;
- Stakeholder Management; and
- Readiness for next phase.

1.6   Responsibilities and roles have been defined and new Working and Oversight Groups have been formed to ensure a robust governance framework is in place.

1.7   Reporting lines and processes have been standardised to ensure transparency.

1.8   A number of issues were encountered during the construction of the Braid Burn Flood Prevention Scheme (BB FPS) and cognisance was taken of these in the further development of the design and documentation for the WoL FPS.

2. Main report

History

2.1 The construction work for Phase 1 of the WoL FPS commenced on site on 15 March 2011 with a scheduled completion date of 23 October 2012.

2.2 The estimated cost of construction at time of the award of the contract was £15.225m. There was also an allowance of £2.6m project contingency. These projects costs were reported to Council on 11 January 2011, at the time of contract award, and most recently on 2 May 2013.

2.3 A dispute arose with the Contractor which instigated adjudication procedures. These were superseded by a mediation process involving the CPO. This was reported to Council on 2 May 2013 and the Finance and Budget Committee on 6 June 2013.

2.4 A dispute arose with the Contractor and the project experienced budget and programming difficulties. CPO undertook a health check of the project which confirmed the concerns over outturn cost, programme duration and project management.

2.5 A Minute of Variation (MoV) was entered into with the Contractor on 9 April 2013. The MoV provided for full and final settlement of all historic and future claims. It includes a cost to complete for a fixed price of £23.5m, subject to substantiation.

2.6 Civil engineering work was largely complete in October 2013, with work to pumping stations, Bell Place Bridge and snagging issues to be addressed.

2.7 The majority of planting and landscaping works were complete by 31 August 2013. Seasonal planting was complete by 18 December 2013.

Assurance Review Findings

2.8 The Assurance Review, undertaken in May 2013, recommended the following areas as priority areas for action:

- Re-affirm the Senior Reporting Officer (SRO) and Sponsor Roles to provide strong leadership;

- Central commercial oversight;

- SRO and Sponsor roles in the Governance Framework;

- Appoint a Council Project Manager to mitigate an over-reliance on an external project management company to act on the Council's behalf;

- Closer monitoring to pick up on Early Warnings signs;

- Independent review of Contract & Design Adequacy;

- Strengthen Project Client Management Skills;

- Improve the understanding of the Contractual Risk Allocation; and

- Embed Lessons Learned for future phases.

Strategic Alignment

2.9 The Phase 1 Client Project Manager now provides Standard Reports to CPO on a monthly basis. This information is then reported to the Council Management Team also on a monthly basis. CPO also provides reports to the Finance and Resources Committee quarterly and to the Governance, Risk and Best Value Committee every six months.

Governance

2.10 The proposed revised governance arrangements were detailed in the report to Council on 2 May 2013.

2.11 The role and remits of the Oversight and Working Groups have been agreed and documented. The Terms of Reference for these Groups can be found in Appendices 1 and 2 respectively.

2.12 The Acting Head of Transport has been appointed as the SRO and chairs the Oversight Group.

2.13 A Client Project Manager was appointed to conclude Phase 1 and was based on site, working closely with the Contractor and the Consultant's site supervision team.

2.14 A Client Project Manager for Phase 2 has been appointed. This is an individual with a background in project and contract management in the construction field. He has the specialist skill set to deliver a major project of this nature

2.15 The Working Group meets monthly as recommended in the Assurance Review.

2.16 The Oversight Group meets every eight weeks as recommended in the Assurance Review.

2.17 Both Groups cover Phases 1 and 2 and all meetings are minuted.

2.18 Senior Management is present at both groups. The Acting Head of Service for Transport chairs the Oversight Group and the Traffic and Engineering Manager chairs the Working Group.

2.19 Membership of both groups is as recommended in the Assurance Review Report with Corporate Communications and the Neighbourhood Area also now represented at the Working Group.

2.20   Finance and Legal are represented at the Working Group at all stages.

2.21   The Procurement Team will be represented at the Working Group at key stages in Phase 2 of the WoL FPS.

2.22   In the early stages of the project, Papers presented were often in their raw state as supplied by the Consultant. This was generally due to late delivery of information by the Consultant. Papers produced for Phase 2 are presently prepared by the current Client Project Manager. As the development of Phase 2 gathers momentum, the strengthened project management team should be in a position to have time to review information prior to it being passed to the Working and Oversight Groups.

2.23   Future Assurance Reviews will be undertaken at key stages of Phase 2 of the Scheme.

2.24   In addition, peer review audits by Finance and Legal will be programmed into Phase 2 of the Scheme.

Risk Management

2.25   The procurement of an independent Consultant, to review the design work undertaken for Phase 2 by the original Consultant, is in progress.

2.26   The scope of this review includes a check on the adequacy of the ground investigation, selection of defence type (buildability), robustness of design undertaken and to comment on contract risk. They will also comment on access arrangements and contract risk.

2.27   The findings of this design review will be known in May 2014.

2.28   Three risk workshops have been held to date. Risk Registers and Issues Logs are now standard items on the agenda of the Working and Oversight Groups. The Working Group considers all risks for the Scheme and the Oversight Group scrutinises the top five risks.

2.29   The current issues log is contained in Appendix 3.

2.30   Once Phase 2 construction commences, lists of Early Warnings and Issues will be standing items on the Working Group Agenda.

2.31   A register of activities and support required from other Council services has been developed and is contained in Appendix 4.

Resource Management

2.32   During the Assurance Review concerns were raised in relation to roles of the Client, Designer, and Contract Project Managers. There was also a concern over the independence of the Contract Project Manager. Going forward on Phase 2 there is a need to ensure sufficient skills are in place and roles are clearly defined.

2.33   A Client Project Manager has now been appointed for Phase 2. The supporting team is yet to be appointed. Project Management activities are being scrutinised and advice sought prior to making recommendations to the SRO.

Stakeholder Management

2.34   A Stakeholder Engagement Group for Phase 2 has been established and the initial meeting was held on 23 September 2013. The Terms of Reference for this Group can be found in Appendix 5.

2.35   The Works Information for Phase 2 will be developed so that the role of the Contractor Stakeholder Manager is clearly defined along with the level of support required.

2.36   A communications strategy has been developed which can be found in Appendix 6.

Readiness for Next Phase

2.37   Lessons learned from Phase 1 will be incorporated in Phase 2. An independent review of the design of Phase 2 undertaken to date, is being progressed and a strengthened project management team is to be established. Working and Oversight Groups for Phase 2 are already in place.

2.38   Prior to the investment decision for Phase 2, there will be a thorough options appraisal undertaken to ensure the correct design, procurement, contract form and contract management processes have been undertaken.

Finance

2.39   A financial summary of Phase 1 and all preparatory work is given in Appendix 7. This summary details funds available to complete Phase 2.

Braid Burn Flood Prevention Scheme

2.40   The BB FPS was completed in October 2010 and provides protection to approximately 900 properties. The anticipated cost of the main contract at the time of award was £22m but the outturn cost was £28.7m. The cost increased as a result of a number of issues encountered as outlined below. Due cognisance of the various issues encountered has or will be taken into account in the development of the WoL FPS.

2.41   The form of contract adopted was a target cost contract. A pain/gain mechanism was included in the Contract, in an attempt to incentivise the Contractor to make efficiency savings. This form of contract allows the Client to share in any savings made by the Contractor. Similarly the cost of any loss encountered is also shared. The Target cost is continually reviewed throughout the contract and is increased or decreased when any changes are instructed. These changes may be as a result of amendments to design or methods of work. The Target Cost is also increased when a risk carried by the Client is realised.

2.42   Risk workshops which included representatives from the Council, Scottish Government, an independent Contractor and the Consultants engaged on the BB FPS and WoL FPS were undertaken prior to the contract documentation being compiled.

2.43   The final cost for the main works was £28.7m. This cost included the Council's share of the pain as the Contractor's price of work exceeded the Final Agreed Target. The Final Target Agreed Cost was £27.3m and the Council's share of the pain was £1.4m. All additional costs were evaluated strictly in accordance with the Contract and were a result of realised risks.

2.44   The payment mechanism utilised for the BB FPS was an activity schedule. An activity schedule is a list of activities prepared by the Tenderer which are required to provide the specified works. When this list has been priced, the lump sum for each activity is the price that the Contractor will be paid on completion of that activity. The total of these prices is the Contractor's price for providing all of the works. This price includes all matters which are at the Contractor's risk.

2.45   A Bill of Quantities is a list of work items and quantities which is prepared by or for the Client. Tenderers price the items, taking account of the information in the tender documents and including all matters which are at the Contractor's risk. The Contractor is paid based upon the actual measurement of those items with quantities.

2.46   The price can vary, should employer held risks be realised or a change in the works instructed, regardless of the payment mechanism adopted.

2.47   It was initially intended for the payment mechanism for the WoL FPS to be an activity schedule. However it was elected to change to a Priced Bill of Quantities given the large number of projects being progressed by a number of Clients at that time. There was the concern that tenderers would have difficulty in providing meaningful tenders were an activity schedule to be utilised as the onus would be on them to create the activity schedule and price it.

2.48   The Scottish Government approved the change from Target Cost Contract with Activity Schedule, to a Priced Bill of Quantities.

2.49   Unforeseen ground conditions were encountered in localised areas on the BB FPS and it was necessary to amend the design in areas. Accordingly the Ground Investigation that had been undertaken on the WoL FPS was reviewed and the Consultant was instructed to undertake further investigations.

2.50   It was necessary to divert a large gas main over a considerable length as part of the BB FPS and it was intended to undertake these works in advance of the main contract to reduce the risk of delays. However, due to delays in obtaining a grant of servitude over Council land, this did not prove possible and the diversion was included in the main contract. There was conflict between the main Contractor and the nominated subcontractor undertaking the work, coupled with an amendment to the diversion design. The initial failure of compliance testing resulted in delays and increased cost, as this was on the critical path of the main contract.

2.51   In an attempt to mitigate such risks, the diversion of a number of public utilities was undertaken at Warriston Road in advance of Phase 1 of the WoL FPS. Similarly, consideration will be given to the advance diversion of a large gas main in Phase 2 of the WoL FPS.

2.52   Munitions were discovered in the Colinton Area on the BB FPS and the clearance of these and associated delay resulted in increased costs. It is noted that an unexploded World War 2 Bomb was discovered during the ground investigation for Phase 2 at Murrayfield. Further investigations will be undertaken to mitigate this risk.

2.53   The cost of the BB FPS also increased as a result of scope change. This scope change was as a result of works that had been undertaken by others, works instructed by the Council and that undertaken to accommodate residents as detailed below:

- Building works had been undertaken by others at Nairn Biscuit Factory and Duddingston Road West which resulted in the need to amend the design and construction methods which resulted in increased costs. It should be noted that these construction works had not been undertaken completely in accordance with the consents that had been granted, which had been accommodated for in the initial design. Annual walkovers were undertaken on the WoL FPS to ensure that such an issue did not arise on Phase 1.

- An instruction was given to accommodate a proposed cycleway at Duddingston Road West during construction and this resulted in the need to remodel the burn in this area and realign a flood embankment. This also resulted in increased cost. It is proposed that if such a scope creep is proposed in future phases of the WoL FPS that those making the proposal should fund it. Such a risk was not encountered in Phase 1 of the WoL FPS.

- Assumptions had to be made at the design stage as a result of failure to agree the proposals with some residents in advance and as a result changes were required after construction began, resulting in increased project cost. These costs might have been reduced had the Council exercised the necessary powers of entry to undertake investigations for the purpose of fully developing the design. Whilst this risk was not encountered in Phase 1 of the WoL FPS, it reinforces the need to re-engage with stakeholders on Phase 2 of the WoL FPS and reach binding agreements on access at the appropriate stages to avoid unnecessary changes.

A robust Change Control Procedure will be put in place for Phase 2 which will result in the Working and Oversight Groups having visibility of all key issues.

2.54 There was severe flooding from the Braid Burn during construction of the BB FPS. Fortunately the permanent defences were nearing completion in the more vulnerable areas and flooding to property was kept to a minimum. However much of the Contractor's working area including his site compound was flooded. This delayed and disrupted the project and the Council was liable for the cost as it carried the risk of flooding for events exceeding a 1 in 10 year event. It should be noted that the flooding during Phase 1 of the WoL FPS was not of the same magnitude and the Contractor was liable for these costs.

2.55 One resident occupied an area of the site during the BB FPS construction and barricaded himself in. Again this disrupted and delayed construction, resulting in increased costs. High levels of vandalism were also experienced in this area.

2.56 An environmentalist was seconded part time to the site supervision team, in order to ensure environmental compliance. They checked the Contractor's working methods and risk assessments ensured that any potential delays associated with gaining the necessary consents from the Scottish Environment Protection Agency were avoided. A similar process was applied to Phase 1 of the WoL FPS.

2.57 There was a high level of stakeholder engagement on the BB FPS and it was elected to build on this success and the identical process was followed on WoL FPS.

2.58 A key success of the BB FPS was enhancement to the environment. The project received an Environmentally Sustainable Construction Commendation from the Saltire Society. The Saltire Society also noted the high level of stakeholder engagement on the BB FPS. The same ethos was followed on the WoL FPS.

3. Recommendations

3.1 It is recommended that the Committee:

   3.1.1 notes the progress made in relation to the findings of the Assurance Review Report undertaken by CPO;

   3.1.2 notes that cognisance has been taken of a number of issues encountered on the BB FPS;

   3.1.3 notes that Phase 1 of the WoL FPS is now largely complete;

   3.1.4 notes that Phase 2 of the WoL FPS is now being taken forward; and

   3.1.5 refers this report to the Governance, Risk and Best Value Committee.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	**P28** – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
Council outcomes	**CO15** – The public are protected.
	CO21 – Safe – residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	**SO4** – Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 – Terms of Reference for Working Group
	2 – Terms of Reference for Oversight Group
	3 – Issues Log
	4 – Register of Activities
	5 – Terms of Reference for Stakeholder Engagement
	6 – Communications Strategy
	7 – Financial Summary

Water of Leith Flood Prevention Scheme

Terms of Reference - Working Group

Purpose
The Group's purpose will be to scrutinise/monitor the management and progress of the Water of Leith Flood Prevention Project and provide support to the Oversight Group.

Objectives
The Working Group will:
- Scrutinise the information provided by the Project Manager to ensure that the directions given by the Oversight Group are carried out
- Scrutinise in detail the day-to-day management aspects of the Water of Leith Flood Prevention Scheme and take decisions, within agreed tolerances, on programme, budgets, and on matters referred by the Project Manager
- Refer decisions outwith agreed tolerances to the Oversight Group
- Report to the Oversight Group and make recommendations on matters requiring resolution
- Receive reports from the Project Manager in relation to changes and project tolerances as defined by the Oversight Group
- Ensure project delivery within agreed parameters (cost, time, organisational impact, benefits)
- Manage the impact of risk and change, including appropriate change control processes within tolerances set by the Oversight Group
- Manage risk and issues delegated by the Senior Responsible Officer and where appropriate escalate to the Oversight Group

Key areas of interest
The group will meet every four weeks (or more frequently as required) intervals at times and locations to be confirmed.

Project status reports will be provided by the Project Manager on:
- Programme/progress
- Finance and commercial matters
- Risk
- Issues requiring escalation
- Key milestones
- Dependencies
- Benefits
- Change management requests
- 3rd party compensation

Membership

Standard attendee list:

<u>Chair</u>
Traffic and Engineering Manager

<u>Group Members</u>
Legal services
Finance
Corporate Communications
Planning
Estates
Corporate Programme Office
Procurement (as required)
Neighbourhood Team (as required)

<u>Advisors</u>
Maintenance Manager
Project manager

<u>Suppliers</u> (for some items on agenda)
Representative from Consultant
Representative from Contractor

Agenda

The agenda for meetings will include the following:
- Feasibility
- Detailed design
- Site supervision
- Finance (budgets)
- Programme
- Risk registers/issues logs
- Early warnings/contractual matters
- Legal matters
- Property/land matters
- Communications
- Change management
- 3rd party compensation

Papers on the various issues to be discussed at the Working group will require to be circulated in advance of meetings

Project Tolerances

The Working Group can make decisions on matters which will increase individual elements of the project costs by less that £50,000 individually or £250,000 aggregated subject to the overall project cost remaining within the approved five year Capital Investment Programme budget for the project.

The Working Group can make decisions on matters which will delay delivery of the completion date for the project programme by less than one month.

The Working Group will make decisions on matters relating to 3rd party compensation. This is subject to the cumulative amount of all third party compensation remaining within the set allowance in the budget.

Anything which will exceed the above tolerances must be referred to the Oversight Group.

Water of Leith Flood Prevention Scheme

Terms of Reference - Oversight Group

Purpose

The Group's purpose will be to drive forward and deliver the agreed outcomes and the benefits of the project through scrutiny and guidance of each phase of the project.

Objectives

For the water of Leith Flood Prevention scheme the Oversight Group will:
- Define the acceptable risk profile and risk thresholds of the project
- Set the delegated authority rules and the escalation protocol within which the project must operate
- Ensure that the project delivers within its agreed parameters (cost, time, organisational impact, benefits)
- Resolve strategic issues taking into account engagement with stakeholders
- Understand and manage the impact of change, including appropriate change control processes
- Consider risks and issues escalated to the Oversight Group
- Consider appropriate action to manage dependencies with other areas of the Council
- Ensure the appropriate skill levels and resources are deployed on the project
- Set project tolerances (including financial and degree of delegation)

Key areas of interest

The group will meet at two month intervals at times and locations to be confirmed. Project status reports will be provided by the Project Manager on:
- Programme/progress
- Finance and commercial matters
- Risk
- Issues requiring escalation
- Key milestones
- Dependencies
- Benefits
- Change control
- Tolerances
- 3rd party compensation

Membership

Standard attendee list:

<u>Chair</u>
Senior Responsible Officer (Head of Transport)

<u>Vice Chair</u>
Head of Corporate Programmes

<u>Group Members</u>
Head of Finance

<u>Advisors to the group</u>
Major Projects Manager (Corporate Programmes Office)
Traffic and Engineering Manager
Legal Services Manager

<u>Project Team</u> (Water of Leith Flood Prevention)
Client Project Manager
NEC Project Manager

Agenda

The agenda for meetings will include the following:
- Actions from previous meeting
- Highlight report (Project Manager)
- Issues referred from Working Group
- Programme
- Costs
- Risk Registers and Issues Logs
- Compensation
- AOCB

Project Tolerances
The Oversight Group will decide on all matters affecting project delivery within the approved five year Capital Investment Programme budget for the project subject to contract standing orders and the scheme of delegation.

Matters which fall outwith the above will be referred to the relevant committee of the Council.

Water of Leith Flood Prevention Scheme ph 2

Issues Log - September 2013

Issue ID	Date Raised	Description	Actions	Target Date	% Complete	Closure Date
1	25/09/13	The SRU requirements / constraints are too onerous or not clearly defined and failure to get agreement results in delays to awarding project.	Engage with The SRU			
2	25/09/13	Project Management Team - Loss of key staff at the end of November	To be reviewed			
3	25/09/13	Project Management Team - Size of team requires to be confirmed	To be reviewed			
4	25/09/13	Stakeholder Requirements (Not SRU) - Unable to fulfil unrealistic expectations with respect to scope / delivery time	Engage with the Stakeholders			
5	25/09/13	Not managing stakeholder expectations will lead to damage to CEC reputation	Engage with the Stakeholders			
6	25/09/13	Site Compound - Delay to start of contract or increased costs to project if a suitable compound cannot be found.	Engage with the Stakeholders to ensure a compound location is agreed			
7	25/09/13	Gas Main - Failure to get Servitude agreements for gas main from 3rd parties will delay project	Engage with SGN			
8	25/09/13	Gas Main - Delay in deciding diversion route/requirements will delay project	Engage with all the Stakeholders			
9	25/09/13	Access - Access requirements of stakeholders require to be agreed and included in contract documents	Engage with the Stakeholders			
10	25/09/13	Access - Access not clearly defined in the contract	An independent review of the contract documents to be carried out			
11	25/09/13	Uncertainty in Robustness of design	An independent review of the design to be carried out			
12	25/09/13	The contract documents are not robust, lack comprehensive information are ambiguous or do not identify all the risks correctly	An independent review of the contract documents to be carried out			
13						
14						
15						
16						
17						
18						
19						
20						
21						

Appendix 4

Register of Activities

Services for Communities Neighbourhood Environment Roads	Diversion Routes Temporary Traffic Road Orders PU Diversions Times of Operation
Services for Communities Neighbourhood Environment Parks and Green Spaces	Use of Roseburn Park
Children and Families	Safety of students in area Times of Operation
Finance Financial Services	Budget Control
Corporate Services Corporate Programme Office	Governance and Risk
Services for Communities Planning and Building Standards	Consents and Approvals
Corporate Services Legal and Risk Compliance	Legal Support
Corporate Services Corporate Property	Land Matters Third Party Compensation
Corporate Services Communications Service	Stakeholder Engagement Media
Finance Payment and procurement Service	Tender Processes

Water of Leith Flood Prevention Scheme Phase 2

Corstorphine / Murrayfield

Terms of Reference – Stakeholder Engagement

Purpose

The Group's purpose will be to fully engage Stakeholders, Public and Local Members in the reconfiguration of Phase 2 for the Water of Leith Flood Prevention Scheme which is fit for purpose and remains within budget constraints. The scheme must remain compliant with the Flood Prevention Order and the planning conditions. Suitable mitigation measures to be developed where necessary.

Objective

To develop a reconfigured Phase 2 which can be delivered within the available budget, provides adequate defence against flooding from the river, complies with the existing Flood Prevention Order and planning consents and has buy in from politicians, the local community, and other stakeholders.

Stakeholder Engagement

The group will meet every at times and locations to be confirmed.

An initial meeting/workshop	week one
Workshop 2	TBA
Workshop 3	TBA
Final meeting to agree outcomes	TBA

Membership

Standard attendee list:
<u>Chair</u>
Councillor Hinds
<u>Group Members</u>
Elected members – Corstorphine / Murrayfield Ward
Murrayfield community Council
CEC Parks
Roseburn Primary School
Scottish Rugby Union
Murrayfield Ice rink
Murrayfield Curling Club
Murrayfield Medical Practice
West Area Neighbourhood Team
Hanover Housing
Friends of Roseburn Park
Equalities Groups

<u>Project Team</u>
Maintenance Manager – Tom Dougall
Project Manager – Brian Torrance
Stakeholder Manager – Willie Henderson
Communications Manager – Chris Wilson
Project Engineer – Alvin Barber

Agenda

The agenda will be tailored to suit each meeting as it will vary dependent on the outcome of the previous meeting.
Suggested agenda for the initial meeting
1. Introduction
2. Phase 1 – Lessons learned
3. Finance
4. Draft Proposals
5. Future engagement
6. AOCB
7. Future meetings

Appendix 6 Communications Strategy

OCTOBER 2013

WATER OF LEITH FLOOD PREVENTION COMMUNICATIONS PLAN FOR PHASE 1 AND PHASE 2

VERSION 1

CONTENTS:

1. Background
2. Aims and objectives
3. Audiences
4. Methods of communication
5. Budget
6. Roles and Responsibilities
7. Outline timeline

1. BACKGROUND

The Water of Leith Flood Prevention Scheme has been identified as a key infrastructure project to help protect vulnerable areas of the city to future flooding.

Given the size and cost of the project, the decision was taken to split it into 3 distinct parts:
Phase 1: Bonnington and Veitch Square (Stockbridge)
Phase 2: Murrayburn/Roseburn, Coltbridge, Damside, Belford and Edinburgh Sports Club
Phase 3: Balgreen, Saughton, Gorgie, Longstone and the Murray Burn

The total estimated costs of this work is £106m

In addition, there were advance works undertaken. The contract for Phase 1 was awarded to Lagan. Phases 2 and 3 are yet to be tendered.

Phase 1 is now complete.

The estimated cost of Phase 2 is £35.6m (£28.6m for construction and supervision and £7m contingency). Following the completion of Phase 1, there remains £19.916m.

The Council has developed a reconfigured Phase 2 that protects as many properties as possible which results in concentrating efforts in the Murrayfield area. The cost of the reconfigured scheme is estimated at £25.5m

At the Transport and Environment Committee on 4 June 2013, it was agreed that the Council would go ahead with the reconfigured scheme at £25.5m.

2. AIMS AND OBJECTIVES

a) Communicate effectively and timely with affected stakeholders, residents and members of the public on the progress of the plans for Phase 2.
b) Ensure consistency of messaging to all target audiences.

3. AUDIENCES

1. Working Group
2. Local residents and businesses (Phase 2)
3. Key Stakeholders within the area
4. General public
5. City of Edinburgh Councillors
6. Community Councils
7. Edinburgh MSPs
8. Edinburgh MPs

4. METHODS OF COMMUNICATION

a) Face to face meetings
b) Newsletter
c) Letter
d) Door to door meetings
e) Media releases where appropriate
f) City of Edinburgh Council website – section of www.edinburgh.gov.uk
g) Poster sites around the site
h) Social media
i) Stakeholder meetings

5. BUDGET
The cost of this activity will be contained with the Water of Leith budget.

6. ROLES AND RESPONSIBILITIES
1. All media relations will be handled by Council Communications Division.
2. All electronic communications will be handled by Transport Service in accordance with Council policy, with help from Communications Division.
3. All communications with the Working Group will be handled by Council officers and elected members as required.
3. All door to door communications will be handled by the Transport Service in the first instance. Once a finalised design has been agreed and a contractor appointed, the contractor will take over the responsibility of door to door communications.
4. Content for newsletters will be generated by the Transport Service and Communications Division in conjunction with the contractor.
5. Content for a letter to all those affected by proposed Phase 2 works to be drafted by Transport Service with help from Communications Division

7. OUTLINE TIMELINE

A rolling six month outline timeline will be produced which will be updated regularly.

Date	Activity	Actions	Completion Date

Appendix 7
Braid Burn Financial Summary

The following summarises the costs of the Braid Burn Flood Prevention Scheme.

<u>Summary of costs</u>

Fees and Surveys	£8.85m
Public utilities	£1.5m
Advance Works (Oxgangs Road North)	£2.2m
Construction Cost	£28.7m
Overland Flow Contract	£1m
Allowance for Statutory Compensation*	<u>£0.750m</u>
Total	£43m

*   *Under the terms of the Flood Act statutory compensation can be claimed any time within 10 years of completion of the work*

Appendix 7
Water of Leith Financial Summary

The following summarises the costs of the Water of Leith Flood Prevention Scheme (WoL FPS).

<u>Summary of costs</u>

Budget for Water of Leith FPS	£63.539m
Water of Leith Preparatory Works	£12.448m
(prior to the decision to split the project into phases)	
Advance works (post split - prior to phase 1 – reservoirs)	<u>£1.990m</u>
Total	£14.438m
Preparatory works on Phase 2	£0.053m
Phase 1 (Fees and Surveys - estimated)	£3.886m
Phase 1 (Construction Costs – agreed*)	£23.500m*
	*from mediation
Phase 1 (Costs – outwith Lagan Contract)	£0.345m
Phase 1 (Statutory Compensation – anticipated **)	<u>£1.401m</u>
Total	£29.132m

* - Note - Phase 1 cost is based on the outcome of mediation including a fixed cost to construct Phase 1 of £23.5m
** - includes cost of condition surveys etc.

Remaining budget for WoL FPS	£19.916m

A summary of the flood schemes budget is shown in Table 2 overleaf.

Appendix 1
Revised 28 February 2013
Flood Prevention Schemes - Expenditure

	Earlier Years 2000 to 2012	2012/13		2013/14	2014/15	Future Years	Totals
				£,000			
Total SE Grant Received *	**16,975**						*16,975*
Capital Investment Programme	**49,779**	11,992		19,194	6,599	2,000	*89,564*
Flood Schemes Budget	**66,754**	11,992		19,194	6,599	2,000	*106,539*
Braid Burn Flood Prevention Scheme							
		Paid	**4 Qtr**				
Braid Burn FPS Expenditure	**42,250**						*42,250*
Braid Burn FPS Compensation (estimate)		36	214	300	200		*750*
Braid Burn FPS - Total							*43,000*
Water of Leith Flood Prevention Scheme							
Budget available for Water of Leith FPS							**63,539**
WoLFPS Advance Works (including Reservoirs, building strengthening, feasibility, design of whole scheme including tender process etc.)	**14,215**	213	10	0	0		*14,438*
Preparatory work on Phase 2	**53**						*53*
WoLFPS Phase 1 Mediation Fees	**0**	168	236				*404*
WoLFPS Phase 1 Fees/ Surveys	**1,471**	922	447	642	0		*3,482*
WoLFPS Phase 1 Works Construction Costs	**8,548**	6,568	1,200	7,184	0		*23,500*
WoLFPS Phase 1 Works (outwith Lagan contract)	**0**			28	282		*310*
WoLFPS Phase 1 Risk / Change	**0**	0		35	0		*35*
WoLFPS Phase 1 Condition Surveys	**179**	17	13	50	0		*259*
WoLFPS Phase 1 Anticipated Compensation	**38**	4	100	1000	0		*1,142*
Water of Leith Phase 1 - Total							*29,132*
Total Committed Flood Schemes Expenditure	**66,701**	7,928	2,220	9,239	482		*86,570*
Remaining budget for future phases							*19,916*

Reservoir costs included in advance work
Phase 1 under construction (including Building Strengthening).
* **Government grant no longer ring-fenced, but included in Single Outcome Agreement (SOA) between the Council and the Scottish Government**

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

HS2 Phase 2 Consultation response 'Better Connections' response

Item number	7.4
Report number	
Wards	All

Links

Coalition pledges	P18
	P19
Council outcomes	CO7
	CO8
	CO9
	CO10
	CO22
Single Outcome Agreement	SO1

Mark Turley

Director of Services for Communities

Contact: Chris Day, Project Officer

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Executive summary

HS2 Phase 2 Consultation response
'Better Connections' response

Summary

The Department for Transport is consulting on the second phase of High Speed 2 (HS2 ie infrastructure between Birmingham and Leeds and Manchester). Consultation closes on 31 January 2014.

Network Rail has invited comments on a related document: 'Better Connections; Options for the integration of High Speed 2', also by 31 January 2014. This report sets out the Council's proposed responses.

Recommendations

It is recommended that the Committee approves the attached responses to the consultation on HS2 Phase 2, and to 'Better Connections; Options for the integration of High Speed 2'.

Measures of success

Submission of both responses to consultation by 31 January 2014.

Financial impact

None.

Equalities impact

Responding to the consultation has no impacts on equality or rights.

There are no Equalities and Rights Impact Assessment recommendations.

Sustainability impact

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

- The report's proposals to respond to consultations will have no impact on carbon emissions.

- The need to build resilience to climate change impacts is not relevant to this report's proposals to respond to consultations.

- This report's proposals to respond to consultations will have no impact on achieving a sustainable Edinburgh.

Consultation and engagement

None.

Background reading/external references

Appendix 1: draft response to 'High Speed Rail: Investing in Britain's Future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond'.

Appendix 2: draft response to 'Better Connections; Options for the integration of High Speed 2'.

Report

HS2 Phase 2 Consultation response
'Better Connections' response

1.   Background

1.1   The Department for Transport is consulting on the second phase of HS2 (ie infrastructure between Birmingham and Leeds and Manchester). Consultation closes on 31 January 2014.

1.2   Network Rail has invited comments on a related document: 'Better Connections; Options for the integration of High Speed 2', also by 31 January 2014.

2.   Main report

2.1   On 17 July 2013, HS2 Ltd published proposed routes for Phase Two of HS2, between Birmingham, Leeds, Manchester and beyond. This consultation seeks views on the proposed route and on the sustainability impacts of the line of route. The consultation website is available at http://www.hs2.org.uk/phase-two/route-consultation.

2.2   The route of Phase One of HS2 (London-Birmingham) was announced by the Government in January 2012, following a similar consultation in 2011.

2.3   In July 2013, Network Rail published 'Better Connections; Options for the integration of High Speed Two', http://www.networkrail.co.uk/improvements/high-speed-rail. It notes that the government had asked Network Rail to advise on options for the future use of the existing rail network once HS2 had been built. 'Better Connections' reports on that advice and invites comments.

2.4   Draft responses are set out in the Appendices. The response to the consultation on the routes of HS2 Phase 2 follows the sequence of questions set out in the consultation document. It is not proposed to comment on the sustainability impacts of the line of route; this is more appropriate for those with either local or specialist knowledge and interest.

2.5   The main comments offered are that the extent of tunnelling should be reviewed (with a view to reducing it), and that no change should be made to the location and number of stations. It is noted that the High Speed1-High Speed 2 link is not part of the current consultation, but that HS2 Ltd should consider that concept more positively than it has done so far.

2.6 'Better Connections' concludes that three broad approaches could be taken to determine how to run services on the existing network and HS2 using capacity released by HS2. These are: the 'Do Minimum Approach', the 'Incremental Approach' and the 'Integrated Connectivity Approach'. Each comprises a different level of change. The 'Do Minimum' would not provide the benefits that the others would; the Council's draft response agrees and suggests it now be discarded. The response then argues that the most desirable outcome may well be a mix of the 'Incremental' and 'Integrated Connectivity' approaches.

2.7 The response indicates that the opportunities are complex; for example on the East Coast Main Line they may largely comprise more frequent services to intermediate stations. Whereas on existing corridors which are not 'parallel' to HS2 (for example, travelling from Edinburgh to Wales and the west of England), journey times may be significantly improved by using HS2 for part of the journey, and changing. Thus capacity may be freed not just on the north-south axis, but also on Crosscountry services.

2.8 The response notes that the external stakeholders involved in this exercise to date (i.e. before 'Better Connections' was published) are those local authorities on or near the line of new HS2 infrastructure. The response states that this limited pre-consultation was not extensive enough, given the significant impact of HS2 services on Edinburgh, for example.

3. Recommendations

3.1 It is recommended that the Committee approves the attached responses to the consultation on HS2 Phase 2, and to 'Better Connections; Options for the integration of High Speed 2'.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	
Council outcomes	**CO7** - Edinburgh draws new investment in development and regeneration
	CO8 - Edinburgh's economy creates and sustains job opportunities
	CO9 - Edinburgh residents are able to access job opportunities
	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	**SO1** - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1: draft response to 'High Speed Rail: Investing in Britain's Future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond
	Appendix 2: draft response to 'Better Connections; Options for the integration of High Speed 2'
	Appendix 3: glossary of terms in Appendices 1 and 2

High Speed Rail: Investing in Britain's Future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond

Comments by the City of Edinburgh Council

The City of Edinburgh Council is pleased to submit comments on Phase 2 of HS2. The Council continues to support the development and implementation of the HS2 project. In responding, the Council has followed the sequence of questions set out in the consultation document, whilst reserving the right to submit further comments in future as the project develops.

(i)   Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.

We agree with and support the route proposed, but suggest that the following be reviewed:

The extent of tunnelling. Our view is that tunnelling should be used only in the most sensitive areas or where it is physically necessary (for example through high ground).

The terminology applied to the route. In this case 'West Midlands and Manchester' conveys a misleading message. It would improve public understanding of the scheme if it were described as being between the West Midlands, Manchester and the north west.

(ii)   Do you agree or disagree with the Government's proposals for:

A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1–7)?

An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1–6)?

We agree with and support the stations proposed.

We welcome the apparent introduction of some flexibility in the standards applying to stations, in particular that it no longer required that platforms be absolutely straight along their full length.

(iii)   Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

We do not consider any additional stations, financed by the general public purse, should be built between the West Midlands and Manchester or Preston. If a third party were to propose and fully finance an additional station or stations, that would be a matter for them **provided** it was clearly demonstrated such stations would not impact negatively on the operation of the overall system, including having no impact on journey times between Scotland, the West Midlands and London. As a matter of general policy, we would not support a station that relies largely or entirely on access by car.

(iv)   Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.

As noted above, the terminology applied to the route could improve general public understanding of the scheme if it made it clear that it runs between West Midlands, Leeds, and York.

We agree with and support the route proposed, although it appears that there are a some opportunities to shorten the total line length, and hence reduce costs, whilst either slightly reducing journey times or at least not increasing them. We suggest that these be reviewed.

(v)   Do you agree or disagree with the Government's proposals for:

A Leeds station at Leeds New Lane as described in Chapter 8 (sections 8.8.1–5)?

A South Yorkshire station to be located at Sheffield Meadowhall as described in Chapter 8 (sections 8.5.1–8)?

An East Midlands station to be located at Toton as described in Chapter 8 (sections 8.3.1–6)?

We agree with and support the stations proposed. When progressing detailed design, a key objective should be to ensure the platforms at Leeds are as close to the existing station as possible. The station should perhaps be operated as an extension of the current Leeds station, and named accordingly.

Similarly, we suggest the station at Toton be named to reflect more clearly that it serves Nottingham and Derby.

The stations at Sheffield Meadowhall and East Midlands will have 'provision for four platform faces each'. However, the (Manchester Airport) intermediate station will have only two platform faces. It is not clear why the additional expense of an extra two platforms needs to be incurred (twice) on the eastern but not the western leg. It may be that the term 'provision' indicates scope for future expansion rather than actual construction, but this is not clear.

(vi)   Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

There are three stations on this route, which is approaching the maximum that is appropriate for a HSL over an equivalent distance.

(vii)   Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9

None.

(viii)   Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10?

We are submitting comments directly to Network Rail on its paper 'Better Connections; Options for the integration of High Speed 2'. A copy of this is enclosed.

(ix)   Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11?

In principle, the introduction of other utilities is to be encouraged where it offers the benefits set out (eg combining engineering and planning costs, increasing value, and creating options for future upgrades). However, introducing other utilities must not be at the expense of compromising optimal HS infrastructure, or introducing risks to the railway (eg if a gas pipe ruptures).

Whether or not it is practical remains to be seen; the outstanding opportunity would appear to be water supply and/or drainage, but it is already evident that this may be impractical.

Provision of a long-distance walking and cycle path (with numerous local connections) may not technically comprise a 'utility', but is strongly encouraged. It appears not to incur any of the risks described above.

Finally, we note that the HS1-HS2 link is not part of the current consultation and therefore no comments are invited on it. Nevertheless, we strongly suggest that, alongside the possibilities of operating direct trains between the Continent and north of London, consideration is given to options for operating direct trains between Kent (and Stratford) and north of London. We believe there are significant potential benefits to be gained from doing so.

'Better Connections: Options for the integration of High Speed 2'
Comments by the City of Edinburgh Council

'Better Connections: Options for the integration of High Speed 2' states that 'Network Rail welcomes feedback on the approaches and associated options presented'.

The document is clear that the detailed descriptions of 'potential new journey' opportunities are illustrative only. This is entirely appropriate; as even Phase 1 of HS2 is not scheduled to open until 2026, the level of detailed planning implied would be premature for a comprehensive timetable.

The document's relevance is a) in illustrating the kind of capacity that will be released by HS2, and b) in raising the strategic issues which do need to be considered now, which are set out as a choice between:

- a 'do-minimum' approach
- an 'incremental' approach
- an 'Integrated Connectivity' approach

The Council's response focuses on these choices. The interface between the choices and HS2 itself is critical. Therefore this response also comprises part of the Council's contribution to HS2 Ltd's consultation on Phase 2 of HS2.

Comments on the methodology

The study methodology was (Chapter 4) 'undertaken at a relatively high level' through workshops involving internal and external stakeholders building on previous Network Rail and Passenger Focus work. It 'consulted with local, regional and industry stakeholders' (it is not clear whether this is additional to the workshops); considered the Long Term Planning Process (LTPP) outputs; analysed future demand and how to best meet it with future capacity; incorporated committed schemes to 2019; and produced indicative options for using the network when HS2 is completed.

It appears that only local authorities on, or close to, the route of HS2 infrastructure were included in 'external stakeholder engagement'. To the best of our knowledge, no Scottish Councils were involved, for example. But HS2 services will operate to/from other areas which were not included in this 'engagement'; Edinburgh, for example. Furthermore, the potential use of released capacity affects areas which were not included in the engagement (eg East Lothian and Northumberland). Therefore, whilst Appendix 3 states 'Listed below are the aspirational journey opportunities and comments captured at the external stakeholder workshops ... these journey opportunities options will be considered as part of the LTPP' the list cannot be considered comprehensive, due to the exclusion of a number of affected authorities from the process.

The difficulty is that the need to provide illustrative examples is misused by third parties as a statement of intent. Our estimate is that, in the event a 'do-minimum' approach being adopted for the post-HS2 network, detailed timetable planning need take place only shortly before HS2 opens. Indeed, the existing timetable planning process may suffice.

If an 'incremental' or 'Integrated Connectivity' approach is adopted, we suspect that an additional 2 or 3 years should be added to the current timetable planning process. This suggests that the complete exercise (ie HS2 and existing network timetabling) would need to start 3-4 years before HS2 opens.

Preferred approach

We would not support deployment of the 'Do minimum' approach. Indeed, an objective of HS2 is to free capacity on the existing network, which inherently means that the freed capacity will be used in a new way. Given the scale of the HS2 project, it cannot be conceived as a separate system which is overlaid and has no impact on the existing network.

The document describes the Incremental Approach as identifying existing services which are replicated to a greater or lesser extent by HS2. The transfer of passengers to HS2 allows released capacity to be aligned as far as practical with the market study outputs. Mostly this would substitute long distance, fast services with inter-urban connectivity (particularly for places not directly served by HS2) or additional commuting capacity.

On the WCML and ECML complete train paths could be released, whilst on the MML there could be a transfer of passengers. This could provide new journey opportunities and freight paths.

The transfer of passengers will depend on various factors such as journey time reduction, fares, ease of interchange and onward connections. This approach assumes that the level of fares on HS2 would be the same as existing trains (as the Government has assumed).

The Integrated Connectivity Approach plans services on the existing network to work in conjunction with HS2: where appropriate, long distance high speed services would be provided by HS2, with services on the existing network set up in a feeder pattern to provide frequent and reliable connectivity between surrounding areas and HS2 stations. This would change passengers' view of long distance services, and allow additional opportunities to improve cross country services and services to other markets that are currently prevented by capacity constraints.

This assumes fares on HS2 are comparable with that of the existing network, allowing unconstrained transfer of passengers from the existing network; and easy interchange between HS2 and existing services. The overall 'end to end' journey time must be considered; the local (feeder) services must be reliable and integrated transport planning is required.

Released capacity on the existing network and some timetable restructuring would allow the existing network to feed into HS2 hubs, provide onward connectivity either by rail or other modes and to deliver new journey opportunities.

Observations

The assumptions behind the Incremental and Integrated Connectivity approaches are the same: fares on HS2 comparable with those on the existing network, easy interchange between HS2 and existing services, and consideration of the overall 'end to end' journey time. But these are conditions which the existing network should strive for even without HS2; hence need not constrain this analysis.

The concern with the Integrated Connectivity Approach is that an integrated network based entirely on HS2 would not meet the needs of most passengers. Even if the HS network were significantly expanded beyond the current plans, most rail journeys would continue to be unrelated to HS2. It would, therefore, be inappropriate for such journeys to be restructured around HS2. For example, commuters who travel daily by train between Longniddry and Edinburgh and back would probably not welcome their regular train being retimed simply to connect with an HS departure to London.

Therefore any planning of services on the existing network in conjunction with HS2, especially if set up to feed frequent and reliable connectivity between surrounding areas and HS2 stations needs to be based on a pragmatic, not a principled basis. The outcome may well look like a cross between the Incremental and Integrated Connectivity Approaches. This suggests an approach including:

Identifying existing long distance high speed services which can be replaced by HS2.

Identifying any medium-distance and local services which are likely to be used by significant numbers of connecting passengers.

Assessing the potential for timetabling these to maximise connectivity, including the implications for other services (taking account of freed capacity on the existing network).

Other use of freed capacity on the existing network.

We suspect that some of the greatest opportunities for change may be in indirect, as much as direct, substitution. To illustrate this point:

On trips between Edinburgh to London, we would expect 100% switching from the ICEC franchise to HS2 (as well as very substantial switch from air).

However, the potential for journeys between Edinburgh and intermediate stations, perhaps as far south as Newark, may mean that rather than withdrawing existing services, they be rescheduled to take advantage of the fact that end-to-end journey times are no longer important, for example by calling at more stations.

Conversely, there may be opportunities to reduce current services (to free paths for other services) on corridors which are not 'parallel' to HS2. For example, travelling from Edinburgh to Bristol, Wales, and West England currently involves a direct journey on CrossCountry Trains, lasting at least 6.5 hours (or just under 6 hours with two changes). An indirect journey via Old Oak Common might take 5.25 hours, which may save sufficient time to outweigh the disadvantage of changing.

We have not identified aspirational journey opportunities to add to those captured at the external stakeholder workshops (recorded in Appendix 3). As indicated above, we believe that more discussion is needed beforehand on the network philosophy. Furthermore, the methodology previously deployed needs to engage with all stakeholders, not just those listed in Appendix 2 (ie additional workshops need to be organised). It is not sufficient to expect other stakeholders to generate aspirations without access to the information previously provided to those listed in Appendix 2.

Glossary of terms in Appendices 1 and 2

HSL	High Speed Line
HS1-HS2 link	Line to be built connecting High Speed 1 and HS2 (through north London
WCML	West Coast Main Line
ECML	East Coast Main Line
MML	Midland Main Line
ICEC	Intercity East Coast

Transport and Environment Committee

10.00 hrs, Tuesday, 14 January 2014

Issues Arising from Cycling on City Centre Pavements

Item number	7.5
Report number	
Wards	All

Links

Coalition pledges	P34, P43 and P50.
Council outcomes	CO5, CO18, CO19 and CO22.
Single Outcome Agreement	SO1, SO2, SO3 and SO4.

Mark Turley

Director of Services for Communities

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Executive summary

Issues Arising from Cycling on City Centre Pavements

Summary

At its meeting on 5 September 2013 the Petitions Committee referred a petition, entitled 'Ban cycling on City Centre pavements by cyclists over 12 years', to the Transport and Infrastructure Committee.

This report covers the Council's response to the petition and actions proposed to address the issues raised.

Recommendations

It is recommended that the Committee:

1. notes the actions being taken by the Council and Police Scotland to discourage cycling on footways;

2. notes that the Council supports the promotion of messages encouraging mutual respect between road/path users; and

3. advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin.

Measures of success

A reduction in the number of complaints about cyclists using footways illegally. This can be monitored through the Council's Authorities Public Protection database.

Financial impact

There are no new proposals in this report and there will therefore be no net financial impact resulting from it.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's policies to tackle footway cycling.

Sustainability impact

There are no impacts on carbon, adaptation to climate change and sustainable development arising directly from this report.

Consultation and engagement

As no new proposals are contained within this report no consultation/engagement has been undertaken regarding it.

Background reading/external references

Minutes of 5 September 2013 Petitions Committee meeting

Active Travel Action Plan (September 2010)

Active Travel Action Plan – Two Year Review: Report to 27 August 2013 Transport & Environment Committee

Report

Issues Arising from Cycling on City Centre Pavements

1. Background

1.1 At its meeting on 5 September 2013, the Petitions Committee received a valid petition entitled 'Ban cycling on City Centre pavements by cyclists over 12 years' (see Appendix 1). This was submitted by an Edinburgh business and signed by 26 businesses and 38 individuals.

1.2 The petitioner (Alison Adamson-Ross) attended the Committee and the following comments were noted:

Alison Adamson-Ross advised that there had been a number of near misses involving pedestrian and cyclists and added that there was no reason why somebody over the age of 12 years would need to cycle on city centre footpaths.

There have been numerous occasions when she had felt compelled to apologise to visitors to the city due to the number of cyclists using footpaths. The tram works in the city centre had added to this problem.

The Petitioner felt that cyclists who persisted in using footpaths were guilty of anti-social behaviour and were endangering the public by their reckless behaviour. The Petitioner felt the means to tackle such behaviour was not by signs or by issuing warnings but by enforcement action by either the City of Edinburgh Council or by Police Scotland.

1.3 Following discussion the Committee subsequently made the following decisions:

1) To refer the Petition to the Transport and Environment Committee.

2) To note that the Director of Services for Communities would investigate the possibility of including the promotion of cyclist/pedestrian safety within the Active Travel Action Plan and Road Safety Action Plan.

3) To note the discussions on the possibility of holding a city-wide initiative in response to the issues in the petition.

4) To note that Police Scotland would provide statistics on the number of and location of pedestrian/cyclist collisions and the number of fixed penalty notices issued for cycling on the footpath to the City of Edinburgh Council. [These have subsequently been provided and have been incorporated into this report.]

5) To ask that the issue of footpath cycling and its consequences be discussed further at Tactical and Co-ordination Groups (TAC) of Neighbourhood Partnerships and that an update be provided to the Petitions Committee within 12 months on any actions that had been taken.

1.4 This report therefore covers the Council's response to the issues raised by the petition.

2.   Main report

Legal situation

2.1 It is illegal for all cyclists (regardless of age) to cycle on footways (commonly referred to as 'pavements') in Scotland under Section 129(5) of the Roads (Scotland) Act 1984. This includes cyclists under the age of 12 years. The only exceptions to this law are:

1 where a footway has been legally redetermined for shared use (pedestrians and cyclists) and is signed as such; and

2 where a cyclist is crossing a footway to reach a cycle path or private access (eg from a carriageway).

Enforcement

2.2 The legal power to enforce road traffic offences is invested in Police Scotland. Thus, the Council has no legal right to enforce any form of penalty on cyclists breaking the provisions of the Roads (Scotland) Act 1984 by cycling on footways.

2.3 Police Scotland has indicated that cyclists on footways can be issued with a Fixed Penalty Notice (FPN), which includes a fine, for the offence. The cyclist would not have to accept the FPN but in this scenario a police report would be sent to the Procurator Fiscal. Police Scotland has confirmed that in the 12 months preceding October 2013, three FPNs were issued to cyclists on footways in the Edinburgh area.

Safety

2.4 An analysis of personal injury accidents recorded by the Police for the period 2006-2010 provided the following numbers for pedestrians injured by vehicles (including cyclists) in Edinburgh:

Table 1: Pedestrian injury accidents on footways only (2006-2010)

Vehicle Type	No. pedestrian injury accidents			
	Car/Taxi	Goods vehicle	Cyclist	Total
No.	18	2	0	20

Table 2: Pedestrian injury accidents on roads/footways (2006-2010)

Vehicle type	Fatal	Serious	Slight	Total	%
Car/Taxi	23	375	1486	**1884**	**73.7**
Bus/Coach/Minibus	3	60	261	**324**	**12.7**
Goods vehicle	5	52	187	**244**	**9.5**
M/cycle/Moped	2	15	48	**65**	**2.5**
Other	1	4	36	**41**	**1.6**
Pedal cycle	0	6	28	**34**	**1.3**
Total	**34**	**506**	**2018**	**2558**	**100**

2.5 It should be noted that slight injury road accidents are significantly under-reported due to their nature and these are the type most likely to occur between cyclists and pedestrians but it is not possible to quantify this.

2.6 In spite of the above statistics, it is recognised that many pedestrians find cycling on footways an annoyance and a potential threat to their wellbeing (particularly for vulnerable people such as the older age groups).

2.7 It is therefore proposed that this issue is treated primarily as anti-social behaviour and responses to the problem developed accordingly. This also reflects the petitioner's views (see Paragraph 1.2).

Education

2.8   In response to complaints about footway cycling received by the Council and the Police, the two bodies have been working together to deliver localised education campaigns. These have included the use of chalk 'no cycling' stencils, 'No cycling on pavements' temporary signs and the Police stopping cyclists to offer advice. These campaigns appear to have had varied success – some New Town residents who had been complaining about footway cycling were reported to be very happy with the action being taken. However, some criticism was made by cyclists about the use of the signs/stencils at inappropriate locations and these comments have been taken on board for future campaigns.

2.9   Cycling Scotland has recently launched a campaign aiming to encourage mutual respect between motorists and cyclists called the 'Nice Way Code' which includes a message discouraging footway cycling. The campaign messages were distributed via a variety of means (TV adverts, newspaper adverts, bus backs, etc). The underlying message of mutual respect between different road/path users is one which the Council is keen to promote.

2.10   The Council provides cycle training for many pupils in the city and teaches them how to cycle safely on roads. This training gives them the confidence and skills to cycle on quieter streets and informs them that it is illegal to cycle on footways, even for those under 12 years of age.

Promotion of cyclist/pedestrian safety

2.11   The Council is currently developing a marketing strategy for the promotion of walking and cycling as part of the Active Travel Action Plan. This strategy will develop campaigns to promote walking and cycling and responsible behaviour and use of off-road paths and shared footways.

2.12   The Council will also build on the previous work done to discourage footway and inconsiderate cycling and to coordinate a city-wide approach in partnership with Police Scotland. This could include the further use of chalk, 'no cycling', stencils and patrols to educate cyclists at locations of particular concern.

City wide initiative

2.13   The issue of cycling on footways appears to be more of a priority in some areas of the city than in others. The Council's Community Safety Teams are also organised at a Neighbourhood Team level and so it is recommended that initiatives to tackle footway cycling are developed and delivered at a local level. To help facilitate this, complaints about footway cycling will be logged by the Authorities Public Protection database that records all complaints to the Council about criminal behaviour. Reports from this database will inform the Tactical and Coordination Groups of the Neighbourhood Partnerships and the priorities that they set. Community Safety Sub Groups may also identify this issue as a priority for their community.

2.14   City-wide experience of campaigns to tackle footway cycling can be shared via Quality Action Groups that consist of Community Safety Team Leaders from the Neighbourhood Team areas.

Physical infrastructure

2.15   The Council is working to deliver improved physical infrastructure for cyclists through its Active Travel Action Plan (2010-2020). This includes measures to improve existing on-road provision as well as the development of a city-wide 'family-friendly' network of cycle routes suitable for all.

2.16   Where particular problem locations for footway cycling are identified, the Council will investigate whether physical measures can be introduced to better cater for cyclists.

2.17   Where footways are widened and converted to permit shared use with cyclists, the Council will ensure that their extents are clearly demarcated. The Council will also re-visit existing facilities and undertake a retrofitting programme to make sure that this standard is met. Two recent examples are at the foot of the Mound and between St Andrews square to York Place. These were introduced as part of the tram contract and are being monitored to ensure that they are used safely.

Conclusions

2.18   The incidence of footway cycling in the city centre is expected to reduce significantly with the end of the temporary road works associated with the tram project.

2.19   Enforcement of the law regarding footway cycling is solely within the jurisdiction of Police Scotland and it is able to issue Fixed Penalty Notices to cyclists using footways illegally.

2.20   Many pedestrians perceive that there is a significant safety risk from people cycling on footways. It is considered that cycling on footways should be treated

as an anti-social behaviour problem and measures to tackle it developed accordingly. This also reflects the petitioner's views (see Paragraph 1.2).

2.21   Complaints about footway cycling will be recorded by the Council's Authorities Public Protection database. Reports from this will be used to inform the Tactical and Coordination Groups of the Neighbourhood Partnerships and the Community Safety Sub Groups. This information will enable them to decide whether footway cycling is a priority issue for their area and at which locations the Council and Police Scotland should target measures.

2.22   The Council is currently developing a marketing strategy for the promotion of walking and cycling as part of the Active Travel Action Plan. This strategy will develop campaigns to promote walking and cycling and responsible behaviour and use of off-road paths and shared footways.

2.23   The Council will continue to deliver improved physical infrastructure for cyclists, including at locations where particular problems of footway cycling have been identified. The Council will also work to ensure that the limits of shared footways are clearly demarcated.

3.   Recommendations

3.1   It is recommended that the Committee:

3.1.1   notes the actions being taken by the Council and Police Scotland to discourage cycling on footways;

3.1.2   notes that the Council supports the promotion of messages encouraging mutual respect between road/path users; and

3.1.3   advises the Petitions Committee of the decision of the Transport and Environment Committee and to note that an update will be provided in the Petitions Committee Business Bulletin.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	**P34** - Work with police on an anti-social behaviour unit to target persistent offenders **P43** - Invest in healthy living and fitness advice for those most in need. **P50** - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	**CO5** – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. **CO18** – Green - We reduce the local environmental impact of our consumption and production. **CO19** – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	**CO22** - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. **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 Petition: Ban cycling on City Centre pavements by cyclists over 12 years

Appendix 1 – Petition: Ban cycling on City Centre pavements by cyclists over 12 years

| 5.1(a) | 22 July 2013 | **Ban cycling on City Centre pavements by cyclists over 12 years**

We request that tough measures are taken to prevent cyclists from cycling on pavements within the busy City Centre pavements, especially in the Tram Construction works areas, where metal fencing further restricts pavement width. There are many cyclists weaving through the pavements, where people with prams, buggies, wheelchairs and disabled scooters are trying to pass. People with walking difficulties, loss of hearing or sight are further placed in danger as they are less likely to be aware of a bicycle coming along a pavement from behind. Young children are also placed in danger, as are dog walkers. It is particularly bad around the Haymarket Station area where there is the additional danger towards holiday makers / tourists arriving with bulky and heavy cases, totally unaware that cyclists | Ward 11 – City Centre and Citywide | **64 signatures** |

Transport and Environment Committee

10.00, Tuesday, 14 January 2014

Trees in the City – Finalised Policy and Action Plan

Item number	7.6
Report number	
Wards	All

Links

Coalition pledges	P48, P50
Council outcomes	CO7, CO15, CO18
Single Outcome Agreement	SO1, SO2, SO4

Mark Turley

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Executive summary

Trees in the City – Finalised Policy and Action Plan

Summary

The purpose of this report is to note the outcome of public consultation on the draft 'Trees in the City' document and to request approval for the revised and finalised document.

The draft 'Trees in the City' document was approved for consultation by Committee on 4 June 2013. The consultation period ended on 23 September 2013. The policies contained in the document will guide the management of trees and woodlands in the city, and set out an action plan designed to prioritise resources towards key actions.

Amendments to the document have been made in response to comments received during the consultation. These are described below.

The following figures show the results of consultation questions. There was a clear majority in support of the draft document overall.

Total responses received from individuals and groups or organisations:

Individual	201
Group or Organisation	23

- 88% agreed that the document is clear and understandable.

- 79% agreed that the approach of the document is about right.

- 77% support the balance that is struck in the document between the value of trees and the risks and problems they may present.

- 91% agree that the policies are clear.

- 77% agree that the policies are reasonable.

- 78% agree that the proposed actions are appropriate.

- 73% agree with the priorities.

The report also responds to the 'A Tree for Every Child' motion by Councillor Booth, which was approved by the Transport and Environment Committee at its meeting on 27 August 2013.

Recommendations

It is recommended that Committee:

1. Notes the outcome of the consultation.
2. Approves the resulting 'Trees in The City' policy and action plan.
3. Gives direction on how it wishes to proceed with 'A Tree for Every Child'.
4. Agrees that the motion from Councillor Booth is discharged.
5. Notes that a further report detailing progress on the 'Tree for Every Child' project will be made to this Committee in due course.

Measures of success

For the purposes of the consultation on the 'Trees in the City' document appropriate measures used were:

- Number of consultation responses received.

- Number of survey responses completed.

Financial impact

Impacts on revenue budgets can be contained within existing provision. The estimated capital cost of the 'Tree for Every Child' proposal is £100,000 per year which is not currently budgeted. For other actions, detailed cost estimates will be brought forward in due course for consideration.

Equalities impact

An Equalities Impact Assessment has been carried out. The consultation highlighted two issues:

1. Elderly, disabled or low income residents who find themselves unable to afford necessary works to trees on their property. Possible solutions are currently being investigated via charitable organisations.

2. There is currently no legislation that covers an individual's "right to light". Where an individual or group highlights an issue, if it is a privately owned tree it would be reviewed by the Planning Service. In the case of a Council owned tree, it would be assessed by Parks and Greenspace. If there are no Tree Preservation Orders or Conservation Area restrictions, and if professional opinion is that the health of the tree will not be negatively impacted, then the individuals may get permission to have reduction work carried out privately.

Sustainability impact

The proposals in this report will help achieve a sustainable Edinburgh by ensuring that trees are properly managed and valued as components of the fabric of the city. The benefits that they will provide in terms of carbon storage, sequestration and pollutants removal from the atmosphere can also be optimised.

Consultation and engagement

Following Committee approval of 4 June 2013 to undertake a public consultation on the draft policy and action plan, the following steps were taken:

- Communications were issued via Neighbourhood Partnerships and sent directly to Friends of Parks groups, amenity societies, government agencies and relevant non-government agencies.

- The consultation was posted on the City of Edinburgh Council website under the section "Have Your Say". This included a downloadable PDF of the draft policies and action plan with a link to the online survey.

- The Council website also advised how to obtain hard copies if required.

- The consultation ran from 17 June to 23 September 2013 for a period of 12 weeks.

- 145 individuals and groups or organisations were e-mailed directly inviting them to respond to the 'Trees in the City' consultation.

- A total of 224 comments were received. These can be broken down into the following categories:

Individual	201
Group or Organisation	23

This is considered a good level of response for this type of consultation, and it can be concluded that the consultation process was successfully carried out.

Background reading / external references

1. 'Trees in the City' - report to the Transport and Environment Committee 4 June 2013: http://www.edinburgh.gov.uk/download/meetings/id/39388/item_7_15-trees_in_the_city

2. 'Trees in Council Ownership' - report to the Transport, Infrastructure and Environment Committee 13 September 2012:

http://www.edinburgh.gov.uk/download/meetings/id/36449/item_no_6_2-management_of_trees_in_council_ownership

3. 'Edinburgh and Lothians Forestry and Woodland Strategy' – report to the Planning Committee 4 October 2012, and Edinburgh and Lothians Forestry and Woodland Strategy 2012 – 17 (as an appendix to the above report): http://www.edinburgh.gov.uk/download/meetings/id/36731/item_10_e_and_l_forestry_and_woodlands_strategy_report

4. Scottish Forestry Strategy (Forestry Commission Scotland): http://www.forestry.gov.uk/sfs

5. Central Scotland Green Network: http://www.forestry.gov.uk/forestry/infd-82key5

6. National Tree Week: http://www.treecouncil.org.uk/community-action/national-tree-week

Trees in the City – Finalised Policy and Action Plan

1. Background

1.1 'Trees in the City' draws together a number of strands relating to trees into one document. This report also seeks to discharge an outstanding remit from the Transport, Infrastructure and Environment Committee meeting of 13 September 2012. The principal elements of this document are:

- Policies that will inform how the Council manages trees and woodlands in its ownership.

- Guidance to inform the public on tree-related matters and on their rights and responsibilities.

- The Council's response to the Forestry Commission Scotland's Edinburgh and Lothians Forestry and Woodland Strategy 2012-17 (ELFWS) launched in October 2012 which was approved by Planning Committee on 4 October 2012.

- Recent research evidence of the environmental benefits that trees provide, which have been valued financially using a new model.

1.2 This report also seeks to discharge the motion by Councillor Booth which was approved by the Transport and Environment Committee at its meeting on 27 August 2013 'A Tree for Every Child', which was that Committee:

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

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

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

4. Notes the success of 'Plant aTree for Every Child' schemes in many other parts of the world including many towns and cities of the United States, as well as in towns and cities of Wales and England; and

5. Agrees to receive a report on the costs, benefits and feasibility of establishing a city-wide scheme to plant a tree for every child born or

adopted in Edinburgh each year including the feasibility of partnership working to deliver this.

Decision

1. To approve the terms of the motion and that the issues raised would be considered as part of the overall consultation on the Tree and Woodland Action Plan.

2. To note that a report would be submitted to the Committee in 2 cycles which would include details of associated revenue and capital costs.

2. Main report

2.1 On 4 June 2013 the Transport and Environment Committee approved the release of the draft 'Trees in the City' document for public consultation. Previously the document had been considered at the Transport and Environment Sub-Committee on 10 May 2013. The document was made widely available and comments were invited up until the closing date of 23 September 2013.

2.2 224 comments were received and 62 people completed the on-line survey. This is considered a good level of response for this type of consultation. The breakdown of responses was:

| Individual | 201 |
| Group or Organisation | 23 |

2.3 Responses were received from a range of the key agencies and groups including:

- Forestry Commission Scotland
- Scottish Natural Heritage
- The Landscape Institute Scotland
- The Scottish Wildlife Trust
- Woodland Trust Scotland
- The Edinburgh & Lothians Greenspace Trust
- Lothians & Fife Green Network Partnership
- Parks Friends Groups
- Community Councils

2.4   The results of the on-line survey were as follows:

- 88% agreed that the document is clear and understandable.

- 79% agreed that the approach of the document is about right.

- 77% support the balance that is struck in the document between the value of trees and the risks and problems they may present.

- 91% agree that the policies are clear.

- 77% agree that the policies are reasonable.

- 78% agree that the proposed actions are appropriate.

- 73% agree with the priorities.

The number of responses to the survey was 62. This response suggests that the consultation was met with broad agreement.

2.5   The consultation comments have been tabulated at Appendix 2. Alongside each comment is a draft response which is either to explain how the finalised document has been amended, why no amendment has been made, or simply to note the comment. In some cases, extended comments have been edited for practicality. The majority of private individuals who commented opted to remain anonymous for the purposes of this reporting stage and therefore names have been omitted.

2.6   The comments received have led to a number of proposed revisions to the document, of which the significant ones are outlined below:

- A preface statement has been added clearly setting out the scope of the document – in particular making clearer the boundaries with planning policy as it relates to trees and describing the relationship between the document and the High Hedges bill which will be the subject of a report to this committee.

- A glossary has been added.

- The limitations of the Council's powers regarding privately owned trees have been more fully described.

- Revision to Policy 10 - Leave deadwood intact where feasible in woodlands.

- Revision to Policy 31 - Clarification of policy relating to trees and telephone wires.

- Revision to Policy 41 – Detailing the protection of young trees.

- New Policy 20 added relating to the protection of mature trees in relation to construction or excavation works.

- New Policy 11 added relating to the management of ivy and trees.

- The explanation of Common Law rights as they relate to owners pruning roots from a neighbouring tree has been clarified.

- References to British Standard numbers and their titles have been corrected.

- Further advice regarding tree roots and subsidence of buildings has been added.

- The 'Tree for Every Child' proposal has been included in the Action Plan.

- Removal of repetitions, correction of minor errors and redrafting to improve readability.

2.7   In addition, it is proposed to provide a summary version of the document and make this available.

A Tree for Every Child

2.8   'A Tree for Every Child' involves the planting of a tree for every baby born in a particular city or part of the country and is a variant of 'Plant a Tree' schemes which have been growing in popularity in a number of different countries across the world as means of raising awareness of climate change and combating carbon emissions. Many 'Plant a Tree' schemes operate on a self funding basis through donations and sponsorship. There are a number of publicly funded 'Plant a Tree Schemes including City of New York's 'Million Trees NYC' project which aims to plant a million street trees through a combination of planting by the city authority, providing trees free of charge to owners to plant outside their properties and through requiring developers to plant trees as part of any new development. In the UK the Mayor of London's office is running a scheme to plant 10,000 street trees in conjunction with the Forestry Commission and Groundworks London. The Welsh Government launched it's 'Plant' scheme in 2008 which aims to create new woodlands and a national forest by planting a sapling for every new baby born or adopted in Wales. The Welsh Government estimate that it costs £8 per sapling with the actual planting carried out by school children.

2.9   As detailed in Appendix 1, the city's tree population is not static. Many publicly-owned trees have to be removed because they become decayed and are rendered unsafe. Currently around 1000 trees are lost to Dutch elm disease every year, and the effect of Chalara ash disease is still to be felt. Edinburgh is still partially dependent for its treescape on trees planted in Victorian times, and these are increasingly elderly.

2.10   New trees need to be planted every year to make good losses. At present, planting is carried out on a site-by-site basis or as part of site management plans

but there is currently no overarching approach or budget to support tree planting. Over the past three years the Council has planted an average of 268 trees per year, but in the current financial year there is no tree planting due to there being no budget available. As detailed in 'Trees in the City', urban trees are a key component of the sustainable city of the future, and it is appropriate that the planting of trees be linked symbolically with the birth of future citizens. Around 5,600 children are born or adopted in Edinburgh each year, which would be an appropriate number of trees to be planted in the city each year as a minimum.

2.11   These would include streets, parks, gardens, schools, woodlands and amenity land and cover the replacement of losses as well as aim to enhance the city. The precise specification would vary from site to site, and the availability of sites will vary from year to year. For example, trees planted in parks tend to be larger and therefore more expensive at around £300 each. Street trees could cost substantially more depending on whether pavements need to be excavated, but a figure of £1000 per tree would be useful for budgeting. Trees planted in woodlands or schools would be smaller, costing less than £5 each and are capable of being planted by adult volunteers, children and young people.

2.12   As an illustration of what could be achieved in a programme for 2014/15 could be as follows:

- 115 extra-heavy standard trees in parks and gardens – mixed species.

- 50 street trees – selected species and varieties.

- 5435 whips/saplings in woodlands, schools, gardens and other green spaces – predominantly native trees.

If 'A Tree for Every Child' were to proceed on this basis it is estimated that the cost would be approximately £100,000 per year with 50% of the costs being attributable to the planting of street trees. The planting of 'A Tree for Every Child' could begin with an event coinciding with National Tree Week 2014, with the participation of communities and the engagement of partners such as the Woodland Trust. National Tree Week is organised by the Tree Council and celebrated across the country. It provides a focus for communities and schools to organise their own planting events. Normally it is held during the last week of November each year, this year being 23 November to 1 December.

2.13   It will not be feasible to have each tree tagged with a child's name or otherwise individually associated with a particular person. The administrative burden of managing such a scheme would be extremely onerous, and it would be impossible to offer certainty to parents or children on individual tree health or survival. If the scheme were to proceed it is proposed that the that tree planting is presented as a communal activity in which the future benefits will be shared by all.

2.14   Tree planting is generally funded through the parks capital programme but due to reducing capital resources there is no provision for tree planting. If committee

wish to proceed with 'A Tree for Every Child' capital resources would have to be identified from within capital resource that are already under significant pressure, or to agree on scheme that focuses only on planting of saplings which would be cheaper to fund (approximately £30,000 per annum) or investigate potential sources of external funding and the feasibility of a self-funding scheme.

2.15   In addition, it is proposed that further information is sought about how the scheme has operated elsewhere including the Welsh Government's 'Plant' scheme, and that the Council should seek to have discussions with the Scottish Government on how the Tree for Every Child project might be delivered on a Scotland-wide basis. The outcome of this information gathering and these discussions will be brought back to this Committee for consideration.

2.16   Councillor Booth has been consulted on this report and is broadly supportive of its findings.

3.   Recommendations

3.1   It is recommended that Committee:

1. Notes the outcome of the consultation.
2. Approves the resulting 'Trees in The City' policy and action plan.
3. Gives direction on how it wishes to proceed with 'A Tree for Every Child'.
4. Agrees that the motion from Councillor Booth is discharged.
5. Notes that a further report detailing progress on the 'Tree for Every Child' project will be made to this Committee in due course.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P48 -	Use Green Flag and other strategies to preserve our green spaces.
	P50 -	Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO7 -	Edinburgh draws new investment in development and regeneration.
	CO15 -	The public is protected.
	CO18 -	Green - We reduce the local environmental impact of our consumption and production.
Single Outcome Agreement	SO1 -	Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
	SO2 -	Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
	SO4 -	Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1.	'Trees in the City' – Finalised Document.
	2.	Tabulated comments from the public consultation with proposed responses.

Trees in the City

Revised Trees and Woodlands Action Plan - January 2014

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Trees in the City

Revised Trees & Woodlands Action Plan

Objectives and scope of this document

This document has the following general objectives:

1. To set out clearly policies that will inform how the Council manages trees and woodlands in its own ownership;

2. Provide guidance to inform the public on tree-related matters and on their rights and responsibilities;

3. To set out the Council's action plan in response to Forestry Commission Scotland's Edinburgh & Lothians Forestry and Woodland Strategy 2012-17 (ELFWS), which was approved by Planning Committee on 4 October 2012;

4. Present recent research evidence of the financial benefits that trees provide (the i-Tree study).

Scope of the document:

The document does not attempt to create policies on trees in relation to planning or development control. These policies and guidelines are set out elsewhere. Whilst the laws governing trees in conservation areas and those covered by Tree Preservation Orders are a part of Planning legislation, the content about them has been included in this document to help inform the reader.

The High Hedges Act is not addressed here because at the time of writing it has not yet become law in Scotland. Guidelines for the application of this Act are still in development by the Scottish Government. A report to Council on the implications of the High Hedges legislation will be brought forward in due course.

Glossary of terms referred to in the text

BS 3998:2010 'Tree work – Recommendations' – the latest British Standard applying to work carried out on trees.

BS 5837:2012 'Trees in relation to design, demolition and construction. Recommendations' - the latest British Standard applying to tree protection in relation to works carried out close to trees

CAVAT - Capital Asset Value for Amenity Trees is a method for valuing trees as public assets taking in cultural, social and environmental factors as well as visual amenity contribution.

Conservation Area – a planning designation applied to parts of the city which confers a measure of protection over the trees located within it.

Ecosystem services – a wide range of processes and resources delivered by ecosystems that are of benefit to people, such as removal of atmospheric pollution, storm water storage etc.

ELFWS - The Edinburgh & Lothians Forest & Woodland Strategy. A document produced by Forestry Commission Scotland to guide development of forests and woodlands in the Lothians, with counterpart strategies covering other local authority areas.

Extra-heavy standard – a tree grown in a nursery usually 16-18 cm girth or more and generally supplied with a rootball if specified.

FCS – Forestry Commission Scotland, the government's forestry regulation body & manager.

Helliwell valuation method – an aid to practical planning and management of woodlands and urban trees by evaluating their relative contribution to the visual quality of the landscape.

i-Tree eco valuation – a model developed by the US Forest Service to quantify a selection of ecosystem services delivered by trees at the city scale.

LFGNP – Lothians & Fife Green Network Partnership – made up of Councils and governmental agencies to promote green network development

Millennium woodlands – In the document this means woodlands which were planted in Edinburgh in the period 1997-2001 as a part of the Millennium Forest project.

PM10 – Particulate matter of very small size ($\leftarrow$10 μm [micrometers]). The principal source of airborne PM10 matter is road traffic emissions, particularly from diesel vehicles.

Transplant – a young tree 2 or 3 years old grown in a nursery usually 30 – 45 cm tall

TPO – Tree Preservation Order – A designation made under planning legislation to protect trees either individually or in groups.

Tree Protection Charter – a Council document which sets out the process for protecting trees,and the levels of service which members of the public and others can expect from the Council regarding tree protection and works to protected trees.

UFS – the Urban Forestry Strategy 1991 and approved by the former City of Edinburgh District Council. This provided guidance on the development and management of trees and woodlands in the city.

VTA – Visual Tree Assessment. This is a methodology for systematic assessment of tree condition developed by Claus Mattheck.

Whip – a young tree, 3 years old or more, usually 60 – 120 cm tall

Contents

1   The benefits of trees in the city

1.1   Introduction

Trees make a vital contribution to quality of life in Edinburgh, both as street trees and as a component of parks, gardens and woodlands. They provide sensory stimulation, visual relief and aesthetic pleasure that changes with the seasons, help to provide the setting for buildings and screen unwanted views, and reduce the impact of noise.
They act as reservoirs for biodiversity, and for many citizens are the most obvious and readily available form of contact with nature. Surveys indicate that Edinburgh citizens value daily contact with nature very highly.

Trees remove pollution from the atmosphere, and perform a service in removing particulates known as PM10s thereby improving air quality. Tree roots may help to store storm water thereby alleviating localised flooding. Trees provide shade in summer and shelter in winter. As trees grow they convert atmospheric CO_2 into wood-storing carbon, lessening the rate of climate change.

The benefits of trees may be summarised as follows:

• Improving biodiversity

• Storing CO_2 from the atmosphere

• Providing shelter in winter and shade on hot days

• Health benefits – including removing harmful particulates form the air

• Relieving localised flooding

• A range of other benefits

1.2   Which tree is most valuable?

As trees increase in age and size, their benefits increase exponentially.
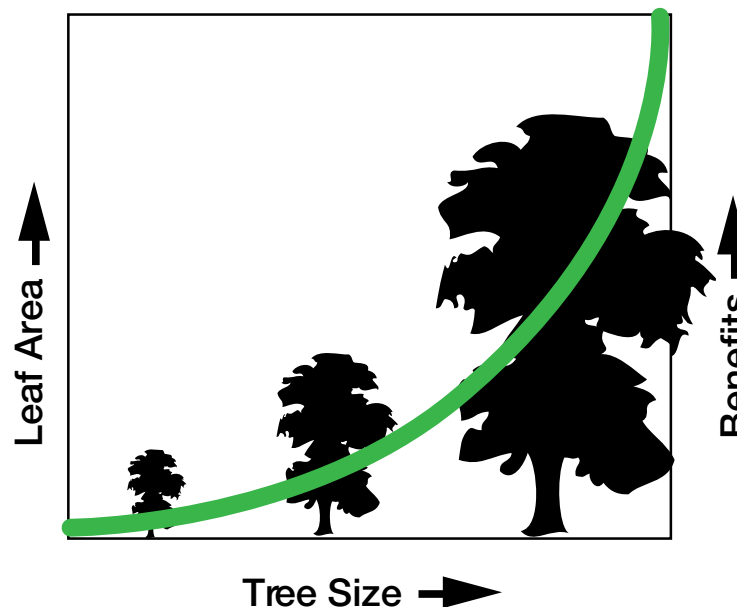
This means that it is of key importance to conserve and maintain existing trees, especially where they are old and large. Replacing old trees with newly planted ones is of course essential, but for new trees to replicate the benefits provided by older larger trees they would need to be replaced at a rate of 40 to 1, or alternatively wait for 30 – 50 years for their value to increase naturally. Older and larger trees in the City are currently under-valued and should not be removed unless there are compelling reasons to do so.

1.3 Benefits of trees

Contribution to landscape quality, screening eyesores and enhancing buildings

Most people enjoy seeing and being amongst trees. The inclusion of trees in developments can transform the appearance of sites for the better and create a more diverse and pleasing environment. The positive impact of broadleaved woodland on property prices is well documented, with increases in property values ranging from 5% – 18%. The larger the trees are, then the greater is their proportional value.

Industrial areas and employment sites with access to natural greenspace can have more productive and satisfied employees. Retail areas with trees perform better than shopping centres without them. The tourist attraction of wooded areas is widely acknowledged, with many local economies benefiting significantly. As a consequence of all of these contributions, commercial and urban areas with good tree cover tend to attract higher levels of inward investment.

Countering climate change
"Trees are a key part of our armoury to combat climate change"

Trees naturally absorb CO_2, a key greenhouse gas, through the process of photosynthesis. Thus trees help to create a significant carbon sink, sequestering carbon to benefit everyone through a natural process. The UK's forests and woodlands contain around 150 million tonnes of carbon and act as an on-going carbon sink by removing a further 4 million tonnes of it from the atmosphere every year. It has been calculated that a 33% increase in UK woodland cover would deliver an emissions abatement equivalent to 10% of greenhouse gas emissions by the 2050s.

The adoption of low-carbon options, such as timber in construction, is also beneficial. Every cubic metre of wood that is used as a substitute for other building materials saves around 2 tonnes of CO_2. More extensive use of timber in this way could store 10 million tonnes of UK carbon (equivalent to 37 million tonnes of CO_2) by 2020.

The increasing use of trees as a source of renewable energy (woodfuel) has a further substantial contribution to make. By replacing fossil fuels, sustainably produced woodfuel could reduce CO_2 emissions by as much as 7 million tonnes per year within 5 years. Not surprisingly therefore, the Forestry Commission actively encourages tree planting in both urban and rural areas to support the fight against climate change.

Tempering the effects of severe weather

The capacity of trees to attenuate water flow reduces the impact of heavy rain and floods and can improve the effectiveness of Sustainable Urban Drainage Systems. By moderating temperatures through a combination of reflecting sunlight, providing shade, and evaporating water through transpiration, trees serve to limit the 'urban heat island' effect. Trees moderate local microclimates – urban areas with trees are cooler in summer and warmer in winter and can help to alleviate fuel poverty. Well-positioned trees also improve the environmental performance of buildings by acting as a buffer or 'overcoat', reducing thermal gain in summer.

Improving air quality

Local air quality is improved as trees cut the level of airborne particulates and absorb nitrogen dioxide, sulphur dioxide and ozone.

Monitoring for PM10 is carried out at eight automatic Air Quality Monitoring Stations (AQMS) strategically located across the city. Data from monitoring in 2009 and 2010 is reported, respectively, in the 2010 and 2011 (draft) Air Quality Progress Reports for City of Edinburgh Council.

Whilst monitoring data demonstrates that the UK/EU Standard for PM10 (40 µg/m3) is not being exceeded and PM10 levels across the city are well below this standard, the Scottish Government has specified a more stringent Air Quality Standard for PM10 (18 µg/m3) in Scotland. Monitoring data suggests that the majority of heavily-trafficked routes within the city centre area are likely to exceed the Scottish Government's

annual objective for PM10. Therefore, the Council must continue working towards containing and reducing levels of PM10, wherever practicable. The evidence is that appropriately sited and designed tree planting will assist in reducing PM10 and other pollutants.

Biodiversity

Trees host up to 5,000 different species of invertebrate that, in turn, form crucial links in a healthy food chain that benefits birds and mammals. Lines of trees can form the basis for biodiversity networks, or links between habitats; and woodlands provide pockets of wildlife that become more biodiverse over time, as well as providing opportunities for people to be closer to nature.

Reducing Greenspace management costs

Greenspace with good levels of tree cover may be less costly to maintain than grassed areas. Cutting grass by gang mower is amongst the cheapest form of active maintenance, with annual costs of around £1600 per hectare per year. However, gang mowing is only possible on larger areas. Woodland is cheaper to maintain, ranging from £250 per hectare per year to £1450 per hectare per year for the more complex type of woodland planting. It is the diversity and other benefits described elsewhere in this section that tip the balance towards tree planting. This is not a recipe for the wholesale blanketing of parks and green spaces with woodland, rather an indication that modest increases in tree cover of the sort advocated in the Edinburgh Living Landscapes project will bring some cost savings whilst at the same time creating additional benefits.

Health benefits

The presence of trees often encourages people to exercise, thereby reducing the incidence of heart attacks and Type 2 Diabetes. Trees absorb considerable quantities of airborne pollutants and the resulting cleaner air cuts asthma levels.

Wooded environments are known to calm people, relieve stress and provide a spiritual value that supports improved mental health and wellbeing. When they can see trees from their beds, patients' recovery times are faster as well.

The general health dividend provided by trees has been scientifically proven – Dutch research shows neighbourhoods with good tree cover are, statistically speaking, significantly healthier than less green urban areas. The positive benefits of trees do not stop there. Because they provide increased shade, the risk of skin cancer in tree-covered areas should be lower.

Food Growing

The growing of fruit trees in urban areas is increasingly popular, in line with the greater interest in local food production. Apples, pears, plums and other fruiting species can all be grown successfully in Edinburgh and whilst they do require management, they do not require particularly specialised conditions or care. Fruit trees can be an important part of community gardens and allotments.

Providing useful by-products

Urban trees provide a range of different by-products – from small amounts of timber, to mulch and as mentioned above, fruit. Woodfuel is of growing importance, even in urban areas.

Problems posed by trees in urban areas

From semi-maturity onwards trees may present a number of problems, varying in severity from nuisance, such as unwanted shading and blocking views, to danger to life, limb and property due to defective limbs, roots, the effects of disease, or extreme weather. In most cases these issues can be effectively managed. There are variations between species and varieties in the probability and severity of problems occurring, and it is of key importance to select the right tree for the right place. However trees grow naturally from seed or by suckers and in some locations the growth of trees in unsuitable locations may lead to significant problems.

In order to manage tree-related problems, a comprehensive range of tree management policies have been drafted which are intended to provide a reliable and sensible framework for the management of the Council's tree stock.

These draft policies form section 4 of this document.

References to the above quoted research can be found in ‘The Case for Trees’, forestry Commission, 2010.

http://www.forestry.gov.uk/pdf/eng-casefortrees.pdf/$file/eng-casefortrees.pdf

2. The status of trees in Edinburgh

2.1 Overview

Recent survey work carried out by Forest Research estimates that there are 638,000 trees in Edinburgh. The Council owns a large amount of land in Edinburgh, the largest parts of which are woodlands, parks and open land, each of which has trees to a greater or lesser extent.

It is difficult to know reliably whether the total number of trees in the City is increasing or decreasing, as accurate population counts have never been carried out, largely due to the difficulty and expense. Data does exist however – the Forestry Commission carries out survey work and estimates that 17% of Edinburgh's land area is covered by tree canopies. For comparison, Scotland as a whole currently has 17.6% tree cover. For cities and towns, the mean figure for England and Wales is 11.8%, which would suggest that Edinburgh is relatively well-treed. However, much of Edinburgh's tree canopy cover is concentrated in large woodlands, such as Corstorphine Hill (76 hectares) and the Hermitage of Braid (58 hectares). The number of trees in streets is relatively small (9,000 or 1.4% of the total). In London and the south-west, street trees comprise between 2 and 14% of canopy cover.

The contribution of privately owned trees to canopy cover in the city is significant. For example districts such as the Grange, which have virtually no public open space, are well-treed because there are many mature trees located in domestic gardens.

Survey work carried out in the 1990s indicated a street tree population of around 11,000 individuals. When street trees were resurveyed in 2007, this population had fallen to around 8,626. The current population of street trees is 8,550.

There are a number of reasons for the reduction in street trees, but essentially the problem is that they are not always replaced when they die or are felled. It can be expensive to excavate tree pits at the roadside, and regulations affecting road occupation may have made it more difficult to carry out planting operations. There is increasingly a risk-averse culture which tends to reject the planting of trees near to utilities, and may also mean that tree pits on pavement which are not promptly replanted may be tarred over.

The reducing number of street trees is a matter for concern, for as will be discussed below, trees in streets are most effective in delivering the types of benefits we increasingly need to obtain from our tree population.

2.2 The valuation of trees

Over the past decades a number of systems to enable the value of trees to be estimated have been created. The Helliwell method, initially developed in 1967, is the oldest of the three best known systems reviewed. Revised periodically, the most recent version was released in 2008. Its main goal is to aid practical planning and management (e.g. felling, pruning and planting) of woodlands and urban trees by evaluating their relative contribution to the visual quality of the landscape. The Helliwell system puts an emphasis on visual amenity and also produces the most variable valuation outcomes.

The CAVAT system was developed in London and is targeted at local authorities and primarily publicly owned trees, providing a method for managing trees as public assets rather than liabilities. CAVAT tries to encompass the social/cultural component of the value of street trees.

The i-Tree Eco method was developed by the United States Forest Service which recommends its use by communities of all sizes to strengthen their urban and community forest management efforts.
It has been widely used in US cities, and an opportunity for Edinburgh to have its tree population valued by this method arose as part of a trial

project carried out in partnership with Forestry Commission Scotland and Forest Research. i-Tree allows "Ecosystem Services" (the functions performed by trees, such as carbon storage, trapping atmospheric pollutants etc) to be valued in monetary terms as well as the "Structural Value" of the trees themselves.

2.3   i-Tree Eco Valuation

This summary provides an overview of the results from a study which was undertaken using the i-Tree Eco model to estimate some of the major environmental benefits delivered by Edinburgh's trees. The i-Tree Eco model was developed by the US Forest Service to quantify a selection of ecosystem services at the town and city scale. It has been used successfully in towns and cities in over 60 countries throughout the world, but the Edinburgh project is the first known use of the system in Scotland. Where possible, Scottish and UK methods were used to quantify the ecosystem value of the tree population, and to assess the risks of existing and emerging tree pests and diseases.

Forest Research conducted a survey of 200 field plots located across Edinburgh in the summer of 2011. All trees which had a diameter above 7 cm (at 130 cm above ground level) were recorded within these plots. Data was collected for each tree and shrub, including a record of species, stem height and diameter, canopy structure and canopy condition. The data was then analysed using the i-Tree Eco model.

i-Tree uses these data to model the biomass and leaf area of each tree. The resulting data is then modelled to estimate the amount of carbon stored and that sequestered each year by each tree, as well as the amount of gaseous and particulate air pollutants removed by a tree. The distribution of species observed in the plots which were surveyed is assumed to be representative of Edinburgh's tree population as a whole. This assumption allows the model to derive the cumulative benefits that the whole tree population of Edinburgh provides, and can be further interpreted to the species specific level.

The results of the study suggest the urban forest of Edinburgh is made up of 638,000 trees, which provide a tree canopy cover of 17.0% of the total land area. The overall tree density in Edinburgh was estimated at 55.6 trees per hectare, which is slightly below the UK average of 58.4 trees per hectare. The structural value of Edinburgh's tree population is valued at £382 million.

It was estimated that 53% of Edinburgh's trees were native to Scotland. The ten most common tree species made up over 65% of the total population, and consisted of sycamore (12.1%), holly (11.1%), silver birch (7.6%), Leyland cypress (6.2%), ash (5.6%), beech (5.3%), rowan (4.7%), Scots pine (4.5%), Wych elm (4.5%) and cherry (3.7%). The high figure for holly is somewhat surprising, but it should be noted that it is present as a large shrub in the understorey of many woodlands even if it more rarely becomes a tree of any great stature.

iTree also calculates an Importance Value for each species, which gives an indication of the relative contribution to ecosystem services that each tree species population provides. Certain species have characteristics (e.g. their leaf area) which mean that they provide a relatively higher ecosystem service than other species. For example, cherry species make up only 3.7% of Edinburgh's tree population yet contribute over 12.3% of the total leaf area of Edinburgh's trees. Based on this assessment, the relative importance of the top-ten most prolific tree species in Edinburgh is sycamore, holly, cherry, silver birch, beech, ash, Leyland cypress, Wych elm, Scots pine and rowan respectively.

Surveyors also noted the condition of each tree assessed. Overall, 71% of Edinburgh's trees were assessed as being in an 'excellent' condition, with 24% in either 'good' or 'fair' condition, and 15% being in 'critical', 'dying' or 'dead' condition.

Climate change is an issue of global concern. Urban trees can help mitigate climate change by binding up carbon in above-ground and below-ground parts of woody vegetation (carbon storage), and removing CO_2 from the air through photosynthesis (carbon sequestration).

Currently, Edinburgh's trees are estimated to store 145,611 metric tonnes of carbon within their tissues, at around 12.7 tonnes per hectare, and are estimated to sequester 5,329 metric tonnes of gross carbon per year. However, caution should be taken when using the carbon sequestration data for predicting future value, as i-Tree only provides a single estimation of net incremental value. However, the i-Tree estimate of sequestered carbon gives a useful indication to assess how the value of the carbon changes with time.

Of the species sampled, sycamore is estimated to store and sequester the most carbon (approximately 33.9% of the total carbon stored and 22.5% of all sequestered carbon). Other species in the top 10 overall for carbon sequestration are birch, beech, holly, cherry, poplar, rowan, ash, Leyland cypress and oak.

Under the 'low' scenario the trees of Edinburgh were estimated to store carbon with a non-traded value of £14.9 million in 2011 and were providing £484,689 per annum of non-traded value through net carbon sequestration. Using the same scenario ('low') the total value of carbon stored in Edinburgh's trees would accrue to £35 million by 2050. Values based on the 'central' scenario are twice that of the low, whilst those under a 'high' scenario are three times that of the 'low'. The carbon stored in the trees of Edinburgh is equivalent to the annual emissions of 20,801 people.

Figures can also be compared to carbon emissions from cars expressed as average passenger car emissions of CO2 per kilometre travelled. The average car in Scotland emits an equivalent of 128g of CO2 per passenger per kilometer travelled. The total stored carbon in trees, expressed as distance travelled, is equivalent to almost 4.2 billion passenger kilometres by car, whilst the net carbon sequestered annually by Edinburgh's trees is equivalent to 135 million passenger kilometres by car.

The i-Tree Eco model estimated that Edinburgh's trees remove a total of 100 metric tonnes per year of ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter of less than 10 microns (PM10) and sulphur dioxide (SO2). This represents an estimated value in 2011 of more than £2.3 million.

The full report "Estimating the Ecosystem Services Value of Edinburgh's Trees" is available here:
http://www.forestry.gov.uk/pdf/Edinburghi-treereport.pdf/$FILE/Edinburghi-treereport.pdf

2.4 Tree diseases and pests

Most people will be aware of the arrival in the UK of Chalara, a potentially disastrous disease affecting ash trees, which was first detected in 2012. The immediate future for Chalara and ash is simply not known at this stage, and Edinburgh will follow best advice in dealing with the threat.

Dutch elm disease, which arrived in Edinburgh in 1976, continues to be the most significant disease, with around 1000 trees infected and felled every year in the city. Edinburgh continues to rely on elms planted in Victorian times for a significant amount of its tree cover, and many of the larger and more valuable trees are therefore vulnerable to the disease. Whereas many cities abandoned disease control many years ago, Edinburgh's disease control campaign, running continuously since 1976, has limited the losses and ensured a greatly longer life for most elms.

Phytophthora lateralis affects Lawson's cypress (and its many cultivars) and has already been confirmed at a number of sites in the west of Scotland. It could yet become a significant cause of death in urban populations of this species as its distribution and prevalence is not yet fully known.

Currently the main threat to our native oaks in the UK is from Acute Oak Decline. In southern Britain the oak processionary moth has also become a serious issue due to its potential impact on public health (caused by its highly irritant hairs). Neither have yet been found in Scotland.

Horse Chestnut is affected by Bleeding Canker (caused by Pseudomonas syringae pv. aesculi) and Horse Chestnut Leaf Miner, both of which have been highly significant in southern parts of the UK, but only Bleeding Canker is currently a significant issue in Scotland, where 50% of urban horse chestnut trees were found to have been infected in 2007. There is no known cure.

Other insect pests, such as Emerald Ash Borer, Asian Longhorned Beetle and the Citrus Longhorned Beetle have not so far taken a hold in the UK, but in mainland Europe and North America these have caused the death of trees on a massive scale, which has had a significant economic impact. An outbreak of Asian Longhorned Beetle occurred in 2012 in southern England, and control measures designed to eradicate it were immediately put in place and are thought to have been successful.

3.0 Strategic context

3.1 Urban Forestry Strategy 1991

An Urban Forestry Strategy (UFS) was approved by the City of Edinburgh District Council in 1991. This provided guidance on the development and management of trees and woodlands in the city. The rationale behind many of the actions was different from now, both economically and environmentally. The 1991 UFS was the first cohesive attempt to survey and establish the extent and nature of the city's tree resource. Having established that the tree population was of relatively poor quality insofar as it was even aged and elderly, the objectives that followed were designed to improve the situation. There were also a series of wider objectives, covering education and community involvement.

The 1991 UFS had some notable successes:

- The creation of over 100 hectares of new community woodlands under the Millennium Woodlands initiative. Most of these woodlands are small and located in school grounds, parks and near to where people live and work. Most of these woodlands have survived and are now establishing as valuable environmental components. The largest of these woodlands was planted in Craigmillar Castle Park, which has gone on to become a Green Flag Award park.

- Stimulated by the UFS, a woodland adoption policy was progressed by the District Council, which led to many privately owned woodlands becoming Council-owned. The benefits were that neglected woodlands were brought into management, public access could be encouraged, and they could be protected. A good example of this is Moredun Woods off Gilmerton Road, which was gifted to the Council under this policy, and is now a part of the Burdiehouse Burn Local Nature Reserve, another Green Flag Award park.

- Supported by external funding, a Tree Warden Scheme was set up, leading to identification of Heritage Trees and community planting

schemes. Although no longer operating, the Tree Warden scheme could usefully be re-energised.

- Establishment of the Forest School Education Initiative and the Forest School Project Officer. The pilot initiative ended successfully in 2011 when Children and Families adopted the Forest Schools project into their outdoor learning programme.

- The Tree Protection Charter was created, which is still in force (see below for details).

3.2 Edinburgh & Lothians Forest and Woodland Strategy 2012-2017

The publication of the Scottish Forestry Strategy in 2006 marked an important shift in the emphasis of forestry policy. Focusing on delivering sustainable development and conveying a range of social, economic and environmental benefits, the strategy sets an ambitious target of expanding national woodland cover from 17% to 25% by the second half of the century.

Following this, an Edinburgh and Lothians Forestry and Woodland Strategy (ELFWS) was created to help deliver the vision of the Scottish Forestry Strategy at regional level and allow the Lothian local authorities to produce locally-focused action plans.

The Scottish Forestry Strategy set the context for a number of policy documents and initiatives which expand upon the role of woodland and forestry in meeting a broad range of objectives. Scottish Government has produced an advice document 'The Right Tree in the Right Place - Planning for Forestry and Woodlands' which provides the detailed framework for the development of local strategies and action plans.

Trees and woodlands have significant interactions with the planning system. Scottish Planning Policy includes a presumption in favour of protecting existing trees and woodland resources, and acknowledges the

suite of benefits that they convey to people and the environment alike.

The National Planning Framework (NPF2) sets the spatial strategy for Scotland's development to 2030, and designates national developments of strategic importance to Scotland. As a national development, the Central Scotland Green Network (CSGN) represents a major opportunity to build high quality, multi-objective woodland management and expansion into the region's planning policy framework - as NPF must be taken into account in the relevant Strategic and Local Development Plans.

The ELFWS is designed to ensure that woodland expansion and management contributes to the CSGN by making the links between its high-level objectives, the Scotland Rural Development Programme (SRDP), and other funding opportunities and appropriate activities 'on the ground.' The Strategic Development Plan for Edinburgh and Southeast Scotland (SESPlan) clearly promotes 'increasing woodland planting to increase competitiveness, enhance biodiversity and create more attractive, healthy places to live' and includes explicit policy protection for trees and woodland. The plan includes a policy supporting the CSGN and highlights the role of Forestry and Woodland Strategies in contributing to delivery.

The Forestry Commission Scotland (FCS) 'Woods In and Around Towns' (WIAT) programme provides the focus for FCS work on improving quality of life in towns and cities. It creates major opportunities to bring neglected woodlands in urban areas into positive management, improving local environments, contributing to sustainable development and supporting people in using and enjoying their woods.

The ELFWS actions which relate to the City of Edinburgh Council Area are highlighted in the extracts below:

Existing woodlands

The City of Edinburgh is fortunate in possessing significant networks of established woodlands – much of which is high quality and makes a substantial contribution to biodiversity and townscape character. 40% is described as being ancient or long established.

Designed landscapes, wooded hills and the Water of Leith corridor are important features of Edinburgh's woodlands, along with parks, gardens, and street trees.

Managing these assets to secure public safety, safeguard character and contribute to the implementation of green network objectives will be the priority. However, this poses significant challenges for the local authority and private owners as the effects of climate change take hold, increasing uncertainty as to the impact of severe weather events, invasive pests and pathogens. Where assets are under-managed, sourcing material for biomass could provide a financial incentive to improve management regimes and deliver enhancement.

Sensitivities

The ELFWS designates a significant proportion of central Edinburgh within the 'sensitive' category due to the presence of multiple designations, including the Old and New Towns World Heritage Site, Conservation Areas and Inventory-listed gardens and designed landscapes.

While there is little potential for significant expansion within these sensitive areas, there will be opportunities to reinforce key assets and succession planning for feature trees.

Ancient and long-established woodlands are also included in this category, such as those lining the Water of Leith and the Almond. These woods provide important habitat linkages through the heart of the urban area, and woodland creation and enhancement in the vicinity could add significant value to connectivity.

Opportunities: Preferred

There is a relatively small area of 'preferred' land within the urban area, largely composed of vacant and derelict land. Although many of these

sites may find alternative uses, an innovative – and potentially short to medium term approach – could be to plant short-rotation coppice or short-rotation forestry as biomass crops. Where ground conditions allow, these have the potential to provide an income stream for the land owner, as well as supporting the development of the wood fuel sector in the region – and contributing to Green Network objectives. This is a significant opportunity for forestry to contribute to regeneration and environmental improvement. It is also a development which enjoys strong support from the third sector and is being actively explored by local authorities in other metropolitan areas.

Opportunities: Potential

The majority of 'potential' areas are urban greenspaces where there may be a range of opportunities for appropriate planting to reinforce existing woodland networks, enhance character and, where management is an issue, a lower cost option than amenity grassland. Expanding urban woodland cover will also be an important component of delivering the Central Scotland Green Network, improving climate resilience and enhancing habitat networks. It is likely that expansion will be relatively limited as there may be competing management objectives and potentially local opposition to a perceived loss of open space. Local Authority open space / greenspace audits and strategies will be key in identifying potential for more woodland expansion in urban areas, albeit at a smaller scale.

Development proposals could also contribute to woodland expansion and creation of green networks where planting can be delivered in parallel with regeneration projects. Where development results in a loss of woodland, compensatory planting – as required by the Scottish Government Policy on the Control of Woodland Removal – should be directed towards preferred and potential areas in the vicinity.

Table 1 shows an extract of the aims, objectives and actions extracted from the ELFWS. These are the strands that are relevant to the Edinburgh Council Area. There are 20 workstreams contained within the 5 year priority column, which are designed to deliver the objectives set out in the ELFWS. These 20 priority areas have been carried forward to the Council's own draft Trees & Woodlands Action Plan, which is section 5 of this document.

Table 1: Relevant Aims, Objectives and Actions extracted from the 2012 Edinburgh & Lothian's Forestry & Woodlands Strategy (ELFWS)

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
Expanding the region's woodland resource	Softwood forests Energy forests Mixed woodland Native woodland	EX 1-5	EX 1 Support the delivery of at least 180–250ha of new woodland across the region each year in line with the guidance provided in this Strategy	CEC Planning – planning conditions CEC P&G	Yes - need to define target for woodland creation in CEC authority area. Yes - need to define target for woodland creation on CEC land, by 2017.
Building a strong, sustainable economy	Supporting tourism	EC 21-24	EC 24 Develop and publicise opportunities for active outdoor recreation in woodlands and forests, including mountain-biking, walking and activities such as orienteering.	CEC	Yes
Promoting a high quality environment	Enhancing biodiversity and delivering green networks	ENV 1-4	ENV1 Promote the establishment of new native woodlands as part of integrated habitat networks.	Primarily FCS through grant aiding, CEC Planning and CEC P&G.	CEC Planning policies and guidance - Monitor through measuring net gain as EX4.
			ENV2 Where there are suitable opportunities, enhance ancient and semi-natural woodland.	LFGNP; FCS; CEC LBAP & EBP; Planning system - planning conditions	Yes - need to define target date to bring all CEC owned A&SNW under appropriate management. Yes Protect and seek enhancement of A&SNW through planning policies.
	Protecting and enhancing the water environment	ENV 5-9	ENV4 Increase the proportion of existing woodland brought into positive management.	CEC P&G CEC EBAP/EBP	Yes - need to set target for CEC estate.
			ENV6 Promote woodland management and creation as a key component of sustainable flood management initiatives	CEC Planning CEC Planning & P&G	CEC Planning – link to SUDS schemes and catchment flood schemes. CEC Bridges & Structures team. CEC P&G for flood proposals on CEC land
			ENV7 Identify locations where new planting or woodland management can help increase slope stability.	CEC	Yes - but need to define relevance to CEC land?

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
	Enhancing air quality	ENV 10	ENV10 Where appropriate, prioritise planting of street trees in urban AQMAs, and woodland expansion along strategic road corridors and adjacent to industrial estates	CEC P&G CEC P&BS	Yes CEC street trees target set CEC Planning – through policy and consents Yes - Monitor number of street trees; woodland creation.
	Protecting and enhancing character	ENV 13-17	ENV17 Promote the importance of managing and increasing trees and woodlands in urban areas to conserve and enhance townscape character	CEC Planning CEC P&G	CEC Planning – achieve through use of policy and guidance, espec Design Guidance and Conservation Area Character Appraisals.
					Yes
	Protecting and enhancing the historic environment	ENV 18-19	ENV18 Promote positive management of historic gardens and designed landscapes and heritage trees to maintain their historic and cultural significance and increase resilience to climate change.	CEC Planning CEC P&G	Yes - CEC P&G deliver on CEC land. CEC Planning through guidance & policy.
			ENV19 Encourage forest restructuring to improve the setting of historic sites and landscapes.	CEC Planning CEC P&G (on own sites)	As above

Aim	Objective	Ref	5 Year priorities	Action by	Carried forward to the CEC tree & woodlands action plan
Securing resilience to climate change	Mitigating impacts on the climate	CC 1-3	CC 1 Expand woodland cover within Edinburgh and the Lothians as a means of increasing carbon sequestration and reducing net carbon emissions, following the guidance provided in Sections 3 and 5 of the ELFWS.	CEC Planning CEC P&G	As EX1
	Adapting to the effects of climate change	CC 4-7	CC 6 Promote positive and proactive management of key tree species and woodlands improve their resilience to climate change.	CEC EBAP	CEC Climate Change Adaptation Framework
			CC 7 Identify important individual historic trees and species that are vulnerable and begin succession planning to maintain contribution to character and significance.	CEC P&G	Yes - CEC P&G on CEC
Enhancing quality of life	Improving woodlands' contribution to wellbeing	QL 1-5	QL 1 Ensure that existing and new forests and woodlands are managed to create new opportunities for active travel, including walking, cycling and horse riding connecting settlements and the countryside.	CEC Planning CEC P&G	CEC Planning – implement Green Networks policy Yes
			QL 3 Promote the role of woodlands in providing a resource for physical activity, accessible to all parts of society close to where people live and work.	CEC P&G	Yes
	Improving community involvement and participation	QL 6-8	QL 6 Support community involvement in woodland projects, especially through mentoring and co-ordinating	CEC P&G	Yes – Tree Warden initiative and Parks Friends Groups.

3.3 Trees and woodlands on private land and in relation to development

Overview

Trees and woodland make an enormous contribution to the unique urban landscape of Edinburgh and play a major role in the international importance of its setting. In addition, trees and woodlands provide a wide range of environmental, social and economic benefits. In response to this, the Council aims to protect and enhance trees and woodlands through a range of statutory and policy measures. These measures relate to trees on private and public land, and trees which are affected by development.

The links below lead to the key planning documents and policies that concern trees. This document does not set out to create or review planning or development control policies, which have their legislative basis in planning acts and are subject to a separate consultation and approval process. Further information can be found in Appendix 1 and full details on these policy areas can be found by following these links:

Edinburgh City Local Plan:
http://www.edinburgh.gov.uk/info/178/local_and_strategic_development_plans/1005/edinburgh_city_local_plan

Rural West Edinburgh Local Plan:
http://www.edinburgh.gov.uk/info/178/local_and_strategic_development_plans/988/rural_west_edinburgh_local_plan

The Scottish Planning Policy (see paragraphs 146 to 148):
http://www.scotland.gov.uk/Publications/2010/02/03132605/0

Tree Protection Charter:
https://www.edinburgh.gov.uk/downloads/file/8550/revised_tree_protection_charter_committee_report

Tree protection in relation to development – design guide:
http://www.edinburgh.gov.uk/download/downloads/id/1048/tree_protection

Tree Preservation Orders: (see appendix 1 of the report):
http://www.edinburgh.gov.uk/downloads/file/8550/revised_tree_protection_charter_committee_report

Trees in Conservation Areas:
http://www.edinburgh.gov.uk/info/194/conservation_areas/692/conservation_areas

Woodland Habitat Action Plan:
http://www.edinburgh.gov.uk/downloads/file/3020/woodland_habitat_action_plan

Central Scotland Green Network

The Council is a partner in the delivery of the **Central Scotland Green Network.** This is a national development which aims to transform Scotland into a place where "the environment adds value to the economy and where people's lives are enriched by its quality". The CSGN will connect green and blue spaces in our towns and cities with the wider countryside and coast. Trees and woodlands are an essential part of this network. Opportunities to strengthen the woodland habitat network will be sought, through development gain and other mechanisms, such as woodland creation grant-aided by the Forestry Commission.

Section 4: Draft Tree Management Policies

Contents

1. Introduction

This section sets out the Council's policies with respect to the management of its trees and woodlands. Edinburgh's residents, visitors and businesses benefit from the many economic, social and environmental functions and values that the city's trees and woodlands provide. It is therefore in the interests of all that trees and woodlands are managed to the highest standard to maximise their benefits, and minimise the risks and difficulties that they may present to the public.

This policy document is intended to cover the majority of tree-related concerns, and to provide guidance on how the Council will deal with these in relation to its own land holding. Whilst there are 41 draft policies, there may still be eventualities arising not covered by a policy. The Council does not have unlimited resources to respond to tree problems and work requests, and therefore has to prioritise which works are most important. The policies are intended to make the decision-making process around tree work more transparent.

2. Aims of Tree Policies

- To set out how the Council will manage, protect and enhance its tree stock;

- To set out the criteria for decisions taken by the City of Edinburgh Council in respect of the management of trees and woodlands, and how work will be prioritised;

- To set out how the Council intends to fulfil its duty of care in respect of public liability;

- To promote positive management of Edinburgh's trees through adoption of good practice;

- To highlight tree protection legislation in the form of Tree Preservation Orders & Conservation Areas;

- To support Edinburgh's Biodiversity Action Plan where appropriate.

3. Legal Obligations

The Council has a duty of care to maintain its trees in a safe condition where that is "reasonably practicable". Proactive management ensures that it is able to meet its Health & Safety liability relating to public trees, allowing people to safely enjoy the amenity, conservation and health benefits that Edinburgh's trees provide.

Duty of care is defined by several different Acts, including the Occupiers Liability (Scotland) Act 1960 and the Health & Safety at Work Act etc 1974, section 3 (1); Land Reform (Scotland) Act 2003; Roads (Scotland) Act 1984; Town and Country Planning (Scotland) Act 1997; Wildlife & Countryside Act 1981; and Nature Conservation (Scotland) Act 2004. The management of trees is informed by Health & Safety Executive guidance "Management of Risk from Falling Trees" (SIM 01/2007/05) 2007.

The above legislation, together with established case law, means that the City of Edinburgh Council must:-

- Survey its trees

- Have this done by a competent person

- Take reasonable action to ensure that they are reasonably safe

- Create individual tree reports, recording potentially serious structural faults posing a potentially serious risk to public safety, and show where a tree is to be retained.

The Council manages its own trees via the City of Edinburgh Council Forestry Service (within Parks & Greenspace), which utilises a specialised tree management database called Ezytreev. This allows the Council to keep accurate records of all the city's trees under active management and allows it to prioritise and programme tree work.

4. Contact Information

Trees on Council land

For enquiries regarding trees or woodlands in parks, streets, gardens, woodlands, cemeteries and walkway/cycleways, you should contact the Forestry Service.

Services for Communities - Forestry

Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG
Tel: 0131 311 7074 Email: forestry.service@edinburgh.gov.uk

For enquiries regarding Trees in Council House Gardens you should contact your Neighbourhood Office Housing Officer – 0131 200 2000

For enquiries regarding trees in schools, **Children & Families centres / Health & Social Care** properties, you should contact Integrated Property Facilities Management – contact details

For **out-of-hour emergencies** 0131 200 2000.

Trees on Private land

If you have an enquiry relating to trees and woodlands on private land you should contact the Arboricultural Officers in the Planning Service.

Services for Communities - Planning

Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG
Tel: 0131 200 2000

Information on the Council's management of trees and woodland can be found on the Council Website at the following location:

http://www.edinburgh.gov.uk/info/495/parks_gardens_and_open_
spaces/767/trees_and_woodlands

Finding out why works are being or have been done

Clarification of why a tree is to be or was pruned/felled can be obtained by contacting the Forestry Service, which will endeavour to provide this information on demand, but failing that within 10 working days of receipt of the enquiry. (See Policy 9)

5. Common Law Right

5.1   General householder rights and responsibilities

Householders have a Common Law right to remove (abate) the nuisance associated with trees encroaching onto their property. The following advice is given in relation to the exercise of Common Law rights with respect to encroaching trees:

- You can only consider removing those parts of the tree from where they cross the boundary of your property. You have no legal right to cut or remove any part of a tree that does not overhang or is beneath your property (i.e. the roots);

- You must not carry out any tree works on branches or roots that foreseeably may result in the tree becoming unsafe or results in the decline or death of the tree. It is advised that you seek appropriate competent advice before carrying out any pruning, especially when severing tree roots.

- You do not necessarily have the right to enter on to land not belonging to you in order to carry out the removal of branches etc. You do have the right to carry out these works from your own land.

- For your own safety you are strongly advised to consult a professional tree surgeon for guidance on how best to prune back encroaching trees, unless the works are very minor, meaning you could do the works with hand secateurs, loppers or similar.

- Before you consider doing any works to a tree/trees you should find out if they are protected by a Tree Preservation Order or are within a Conservation Area. If the trees are protected you will need to gain consent by making an application/giving notice to the Council. To find out if the trees are protected and guidance on how to apply for works if they are protected see contacts section.

- You are advised to discuss with your neighbour your intention to prune encroaching branches. Legally you do not own the encroaching branches and you should offer these to your neighbour. But in all likelihood, you should consider disposing of the arisings yourself. If the encroachment relates to a council owned tree, any cuttings must be disposed of appropriately and not returned to Council land.

5.2 Trees & Subsidence in Edinburgh

The subsidence of buildings in Edinburgh due to the presence of tree roots is very uncommon. Trees cause subsidence in some other parts of the UK when, in dry periods, the roots extract water from within the structure of shrinkable clay soil. It is the subsequent contraction of the clay which causes the settlement of buildings in these cases. Edinburgh has only very small localised pockets of this type of soil and due to typical weather conditions it is unlikely that trees will be associated with subsidence in the city.

If you have any concerns in relation to trees and subsidence within Edinburgh it is advisable to obtain professional advice from a competent consultant. Ground investigation and soil analysis will normally be required to establish if a tree is contributing to building subsidence before any remedial action can be carried out.

5.3 Council powers in relation to privately owned trees

The main powers Council has in relation specifically to privately owned trees are:

- Power to create Tree Preservation Orders: Town and Country Planning (Scotland) Act 1997 (as amended); Town and Country Planning (TPO and Trees in Conservation Areas) (Scotland) Regulations 2011.

- Power to designate Conservation Areas: The Planning (Listed Building and Conservation Areas) (Scotland) Act 1997.

- Power to enforce necessary works to trees in relation to roads and footpaths. The Roads (Scotland) Act 1984.

- Power to control the spread of Dutch elm disease: Dutch Elm Disease (Local Authorities) Order 1984, as amended 1988. The Council position on use of these powers is set out in the report "Dutch elm disease – legislative review", Council Executive 8 November 2005.

These powers are limited. The Council does not have the power to compel a private owner to remove a dangerous tree unless it threatens a public road or footpath, nor does it have powers to compel owners to carry out tree work on the basis of light deprivation, encroachment or damage to property. These are matters that need to resolved through negotiation or, failing that, by resort to civil legal action.

6. Tree management and Policies

6.1 General approach to tree management

The approach to managing the Council's tree stock is based on good management practice, and in particular on the guidance produced for the owners and managers of trees by the Health & Safety Executive. Good management practice is not set out in any one text, but the Council will be guided in its approach to achieving the right balance between safety and the conservation of amenity by the document "Common sense risk management of trees", produced in 2012 by the National Tree Safety Group and endorsed by many bodies, including the Health & Safety Executive.

Trees are inspected periodically to check their condition and identify any works to make them reasonably safe, which may include pruning or, if required, removal of the whole tree. Following a tree survey, and where appropriate, trees in council ownership may be tagged with a

coloured plastic numbered tree tag to help identify the tree for future tree inspections or when responding to tree related enquiries. Visual tree inspections carried out on a 5 year cycle, or sooner if required, may suggest more detailed inspections or more regular monitoring of individual trees.

Policy 1: Trees in council ownership will be inspected for safety, on a cycle between one and five years according to size, targets, condition and survey recommendation for each tree. This information will be recorded on the Council's data base.

It is of key importance that staff carrying out tree inspections are appropriately qualified and experienced. This is one of the key issues to emerge from recent case law involving public liability.

Policy 2: Tree inspections will only be undertaken by people who are qualified, experienced and competent to undertake the Visual Tree Assessment (VTA) method of survey.

The process of gathering the necessary data on each tree to allow informed management decisions to be made is resource intensive and is therefore a gradual one, in which the trees presenting the probable greatest hazard (i.e. streets etc) are surveyed first. Whilst the Council's database was set up in 2008 and is now extensive, it is not a complete record of all trees, and further efforts are required to ensure that the whole tree population is recorded.

Policy 3: The City of Edinburgh Council will take steps to bring all of its trees under active, appropriate and informed management.

6.2 Prioritisation of tree works

As set out above, the Council has a legal and moral duty to ensure that the public can go about their daily business with a reasonable expectation of safety in relation to trees. The Council has a limited amount of resources to carry out tree works, so they have to be prioritised in a rational and defensible way. This means that safety works – addressing

trees that present a known safety risk – will always take priority. High priority works are typically those required on trees displaying defects that unless remedied could foreseeably fail, resulting in injury to the public or damage to property.

The ranking of priorities is inevitably an imperfect business as trees are living organisms and failure rates cannot be predicted with the same accuracy as engineering structures. The availability of appropriately qualified and experienced staff to make judgements is therefore key.

Policy 4: The Council prioritises tree work according to the individual tree's health & safety risk, taking into account current available resources. Tree works will normally be completed in safety priority order.

The Council may therefore simply not have the resources to carry out certain types of work. Details and examples of the types of complaints that are regarded as amenity or nuisance requests are provided in Section 4 part 8.0 Common Tree related issues.

It is recognised that members of the public may have a legitimate complaint regarding a tree in Council ownership, where works are required to alleviate the nuisance. An example of this is a tree standing on Council land which has grown to overhang a neighbouring garden. Currently the Council may well be unable to undertake the required works as resources are prioritised towards essential safety works as detailed above. However, in the circumstances previously detailed, a householder has Common Law rights to abate a nuisance caused by overhanging branches/roots.

Policy 5: The Council accepts the right of householders to remove overhanging branches, (subject to compliance with Tree Preservation Orders and/or Conservation Area status) and where required will assist householders to identify a suitable arboricultural contractor who can carry out works to the appropriate standard.

There are however cases in which Council-owned trees are causing a nuisance, for example by blocking light or views, but are not overhanging

the householder's property. Again, the Council may be unable to prioritise these works, leaving the householder currently with no remedy. In such cases the Council will consider agreeing to tree works to be carried out at the householder's expense, although each enquiry will have to be dealt with on its individual merits. If the works are agreed with a Trees and Woodlands Officer, an experienced arboricultural contractor will have to be appointed and a copy of their insurance certificate and qualifications provided to the Forestry Service before any work can be carried out. All tree works will have to be carried out to approved industry standards in accordance with BS 3998: 2010 'Tree work – Recommendations'.

Policy 6 : The Council will consider applications from private owners to alleviate amenity reduction or nuisance problems on the basis that they will fund the works, that the works will be agreed with the Council beforehand, that a suitable arboricultural contractor is appointed, and that each case will be considered on its individual merits.

6.3 Response to tree enquiries

The Council is endeavouring to adopt a proactive approach to tree management. Work planned in advance can be implemented more efficiently so, as far as possible, it is the intention to generate work programmes from the results of systematic survey work and routine inspection programmes.

The Council receives many enquiries relating to trees, the majority of which are perfectly legitimate, and which require an inspection to be made.

Policy 7: For non-emergency tree-related safety issues a Trees & Woodlands Officer will aim to carry out a tree inspection within 10 working days of receipt of the enquiry and the customer notified thereafter within 5 working days of what action the Council intends to take.

From time to time damage may be caused to private property by trees. In the event that an owner considers that their property has been damaged

by a Council tree (for example a fallen tree or branch) they should contact the Council. It is advisable that they contact their insurance provider for advice. In addition, if they wish to make a formal claim for damages or to formally notify the Council with concerns about future damage, it should be done in writing, supplying full details of the circumstances.

Policy 8: Claims made in writing to the Council in relation to alleged damage caused by a Council owned tree will be acknowledged within 10 working days of receipt.

An appropriate Council Officer will write a report on the condition of the tree relating to the claim. This may require a site visit. This report will be passed to the Council's Insurance section who will process the claim for damages.

6.4 About the work we do to trees and in woodlands

The Council aims to carry out works to trees to the appropriate industry standards. In most cases the relevant standard is British Standard 3998: 2010 'Tree work - Recommendations'. Generally the Council's approach is only to carry out works where necessary, either for safety reasons, disease control, for the health of the tree/woodland or for amenity reasons. Occasionally trees may have to be removed to allow certain works to be carried out, such as road re-alignment or construction projects. Often these latter types of work are subject to Planning legislation, and there is an opportunity for public debate about proposals before they are approved.

Trees in Parks & Greenspace are managed to reflect the circumstances of the individual site and the type, age and condition of the current or historic trees. Trees in parks generally have more room to grow compared to street trees and typically achieve their full height and spread. Ongoing maintenance includes the removal of health & safety tree works and the removal of low branches from pathways only where they pose a risk to public safety.

Street trees in Edinburgh include a high number of large 'landscape' type trees growing in architecturally significant street spaces. Given this, street

trees need to be regularly monitored to keep them in a safe condition for residents and the public. Only trees that are deemed unsafe are removed/felled. It is the Council's intention to retain street trees in a safe condition as a public amenity. Replacing street trees is complicated by the nature of the tree locations. Many factors hinder the replacement of lost street trees such as underground utilities, space available for the tree to grow above or below ground and the increased costs associated with the establishment of street trees.

Woodlands require a slightly different approach to management, and are generally managed as a whole rather than as individual trees. In most woodlands the risk presented by defective trees is far less than if the tree was located next to a busy road, so the type of work done will reflect this. Thinning of young woodlands is often required to reduce density and to allow maturing trees room to grow. This involves the removal of a proportion of the trees and is a normal part of woodland management. If it is not done, trees within young woodland may become spindly and unstable, leading to the woodland becoming unviable in later years. Typically this would be carried out in woodland where the trees are between 10 and 30 years old.

Tree removal is regrettable but under a number of circumstances necessary. The decision to remove a tree is not taken lightly and, apart from when a dangerous tree needs urgent attention, we will endeavour to inform local residents when and why we believe that tree felling is necessary.

Trees may be pruned for a variety of reasons, including the removal of damaged, poorly formed or crossing branches, to reduce the likelihood of failure by taking 'weight' out of the tree and generally to keep a tree in a healthy safe condition.

Policy 9: The Council will not carry out works to trees, or fell them, unless it is necessary to do so. When works are carried out, the reasons for the work will be documented and recorded.

When trees are pruned or felled, arisings (i.e. logs, branches leaves etc)

need to be dealt with appropriately. How arisings are disposed of will vary from site to site and according to practical constraints. Generally, all arisings from tree work in parks, gardens, streets and cemeteries will be removed from site. Normally branchwood is chipped, which creates a by-product that can be used for mulching or surfacing paths, and timber may be removed from site and sold by auction. Sometimes timber may be stacked until it can be collected by a suitable vehicle.

In woodlands it may be appropriate to leave chipped material on site to compost naturally, and it may also be useful to leave logs on site to rot down thereby providing habitat. Where logs are left on site it is imperative that they are left reasonably safe so that they do not roll down slopes where they could cause injury or damage to property.

When safe to do so, dead trees will be left standing in woodlands, although branches may need to be removed. The Council will adopt the Woodland Trust's guideline of 20 cubic metres of deadwood per hectare of woodland wherever practicable to help support biodiversity.

The public is not permitted to remove wood (or other parts of a tree) from Council owned or managed land without prior consent from the Council. Unauthorised persons are not allowed to use a chainsaw of any type on Council owned or managed sites.

Policy 10: Disposal of arisings: Where practicable, all arisings (logs, branches etc) from tree works in high amenity areas will be removed. In woodland situations however, standing dead wood, logs and chippings may often be left on site, where this can be done safely, to enhance biodiversity and increase wildlife habitats.

In some areas, ivy growth on trees is common. Often it poses no risk in itself, and may provide a valuable wildlife habitat. However, in some circumstances in can threaten the stability of trees, either through an increased sail effect in high winds, or by increasing risk of failure because snow accumulates in it. This can be a hazard where there is public access or property. Ivy can be associated with woodlands that are in decline, and

although there are differing views on cause and effect, the control of ivy in declining woodlands can have a positive effect.

In severing or removing ivy, consideration must be given to the potential presence of bird nests and bat roosts. This factor alone should not negate ivy control but may delay the process until a full assessment has been carried out.

Policy 11: Management of ivy and trees. The Council will control ivy on trees where it is having a significantly negative effect.

6.5 Tree stumps

Normally when a tree is felled, a stump is left. It is usually not possible to remove the stump at the same time. Stumps in parks, gardens and streets may be unsightly and can be a trip hazard. They may take many years to decay naturally, and generally it is appropriate to remove them from parks, gardens and streets wherever practicable.

Stump removal requires the use of special equipment, usually a stump grinder, which reduces the above-ground parts of the stump into small chips. It is often possible to grind away the stump down to 300 – 450 mm below ground depending on the machine. This process is time-consuming and energy-intensive.

Removal of stumps from pavement and roadside locations can be difficult and complicated, there may be underground utilities present, and works may involve temporary road closures. For these reasons removal of stumps in pavements cannot always be achieved quickly.

In woodland sites it is usually appropriate to leave stumps to decay in situ.

Currently, the Council has a backlog of stumps that need to be removed and this is being dealt with on a prioritised basis as resources allow.

Policy 12: The Council will seek to remove stumps promptly where practicable and appropriate. In woodland locations, stumps will generally be left to decay in situ.

7. Day to day tree management issues

7.1 Roads - Sight line obstruction

Standards for visibility vary according to the class of the road and the speed limit in force. If a privately owned tree is causing an obstruction to the visibility at a road junction (sight line), powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

A site inspection will be undertaken within 10 working days of receipt of service request and the customer notified of what action is considered appropriate.

Policy 13: the Council will undertake work to a tree in its ownership to maintain clear sight lines (where reasonably feasible) at junctions and access points (associated with a street, road or highway).

7.2 Pavements - Trip hazard

In response to a reported tree trip hazard on a public pavement, a joint inspection will be carried out between a Tree and Woodlands Officer and Roads Officer to assess potential solutions.

If a privately owned tree is causing damage to the pavement leading to a trip-hazard, powers exist under the Roads (Scotland) Act to make the owner remove the obstruction. There are a number of ways the Council can repair a pavement damaged by tree roots. Simply, the pavement surface can be 'built-up', or isolated roots can be pruned (if these do not affect the stability of the tree) and the pavement surface repaired. In some circumstances it may be appropriate to consider the installation of a root barrier which can prevent problems re-occurring. Removal of the tree is usually the last resort (accepting that in some circumstances where the tree is low value or can be replaced, removal may be the most appropriate solution).

Policy 14: The Council will undertake measures to make safe an unacceptable trip hazard in streets, roads or the public highway caused by the growth of a council owned tree.

7.3 Trees obstructing an adopted road

Where trees and large shrubs are interfering with the passage of vehicles or pedestrians along an adopted road or footway the owner of the tree is responsible for their maintenance. The Council has the power under the Roads (Scotland) Act to order a landowner to carry out such clearance, and in some instances will carry out pruning work itself, reclaiming incurred costs from the owner of the tree in question.

Policy 15: The Council will undertake measures to make safe any unacceptable carriageway obstruction due to trees in streets, affecting roads or the public highway caused by the growth of a council owned trees.

A Trees and Woodlands Officer will carry out a site inspection and if required will create a work order to maintain the 5.5m minimum height clearance. If a privately owned tree is causing an obstruction to a road, powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

Policy 16: The Council will undertake work to a tree in Council ownership to maintain a minimum 5.5 metres height clearance over the carriageway - where reasonably feasible.

7.4 Danger to public highway (private tree)

If a tree in private ownership is shown to be a danger to the public highway it will be identified for work to make it reasonably safe. The landowner will be contacted and instructed to make the tree safe under the Roads (Scotland) Act. If it is necessary that the Council undertake this work then the owner will be charged in full for the Council's costs.

Policy 17: The Council will undertake measures to make safe any unacceptable carriageway risk due to private trees in a dangerous condition, within falling distance of roads, or the public highway.

7.5 Pavement – obstruction by tree

Any works necessary to prevent an obstruction in the width of a footpath associated with the highway due to the presence of a Council owned tree would be considered on a case-by-case basis. If a privately owned tree is causing an obstruction to a footpath associated with the highway, powers exist under the Roads (Scotland) Act to make the owner of the tree remove the obstruction.

Policy 18: The Council will undertake work to a council owned tree to maintain a minimum (where reasonably feasible) 2.5 metres height clearance over a footpath associated with a street, road or highway (3 metres where there are cycling rights).

7.6 Street light – obstruction by tree

The Forestry Service will prune branches if they affect the zone of illumination. A Trees & Woodlands Officer will carry out a site visit and create a work order if appropriate. If a privately owned tree is causing an obstruction to a street light, powers exist under the Roads (Scotland) Act to make them remove the obstruction. If the owner does not, the Council will do the work and recharge the owner. When the Council puts in new street lighting or wishes to move a lighting column, consideration is made of the impact on existing trees. Similarly, when new trees are being planted, these are to be placed so they do not cause problems to existing streetlights.

Policy 19: The Council will undertake work to a tree in its ownership to ensure that it does not unduly obstruct the streetlight zone of illumination.

7.7 Protection of trees during construction.

Trees in parks and streets and other areas may be in close proximity to sites for construction and development. Examples are the creation of footpaths, the installation of lighting in parks, or the erection of temporary structures. Trees may be affected by physical damage to branches and stems, the severing of structural or fine roots, or the compaction of soil, which reduces the amount or air and water available to the tree. It is of key importance that trees are protected. This policy simply brings the protection afforded the Council's own trees into line with the expectation placed on private owners in relation to development.

Policy 20: The Council will ensure that all construction and development, including temporary installations and placement of movable equipment, near to trees follows BS:5837 (2012) "Trees in relation to design, demolition and construction - Recommendations" and that the most recent National Joint Utilities Group "Guidelines for the planning, installation and maintenance of utility apparatus in proximity to trees" are followed where carrying out works in root protection areas cannot be avoided.

7.8 Traffic signal / street sign obstruction

The Council will undertake work to a tree in its ownership to maintain clear sight lines (where reasonably feasible) for traffic signals and street signs (associated with a street, road or highway). If a privately owned tree is causing an obstruction to a traffic signal or street sign, powers exist under the Roads (Scotland) Act 1984 to make the owner remove the obstruction.

Policy 21: The Council will undertake work to a tree in its ownership to ensure that trees do not unduly obstruct traffic signals or street signs.

7.9 Crime and anti-social behaviour

The Forestry Service may remove trees considered to be exacerbating crime and/or anti-social behaviour, but generally will remove only lower branches to allow sight lines through the trees so people cannot use

them for cover. Where a tree is associated with criminal activity and/or anti-social behaviour, steps to reduce the problem will typically require the coordination of a number of agencies, including the police. Just pruning or felling a tree is not always the answer to the problem. Some research shows that areas with lots of trees actually help to make places safer. But, neglected spaces with overgrown trees and untidy areas can encourage criminal activity and/or anti-social behaviour. The Council's tree and grounds maintenance programme seeks to improve these areas by making the local environment cleaner, greener and safer.

Policy 22: Where a Council owned tree or woodland is associated with criminal activity and/or anti-social behaviour, measures to alleviate the problem will be implemented on a site-by-site basis in consultation with the Police, communities and neighbourhood teams.

7.10 Vandalism

The Council generally plants large trees that are more difficult to vandalise, including metal guarding, which is removed once the tree has become established, usually three years after planting. We actively promote tree planting and encourage local residents, including young people, to take part and care for the trees in their neighbourhood. These combined measures have reduced problems of vandalism to generally low levels.

Policy 23: The Council will investigate reports of vandalism to a Council owned tree or woodland and try to correct any damage where appropriate and within available resources.

8.0 Common Tree related issues

8.1 Tree too big / too tall

A tree is not dangerous just because it may be considered too big for its surroundings. Other problems would need to be identified for the Council to consider it to be dangerous. Generally, a site inspection will not be required. Customers will be informed of Council policy within 10 working days of receipt of an enquiry. Customers can receive an immediate response by searching for the relevant stated policy on the Council's web site.

Policy 24: The Council will not prune or fell a Council owned tree simply because it is considered to be 'too big' or 'too tall'.

8.2 Leaves

The Council does not carry out a public leaf collection service. Although complaints are sometimes received about the problems caused by leaves falling from trees, the loss of leaves from trees in the autumn is part of the natural cycle and cannot be avoided by pruning. The maintenance of rhones and/or gutters is the responsibility of the landowner and the Council is not obliged to remove leaves that may have fallen from Council owned trees. Where rhones/gutters are regularly blocked by fallen leaves gutter guards may be fitted to provide a low maintenance solution.

For roads, streets and parks the Council carries out a leaf collection in the autumn to clear fallen leaves from certain sites. In parks and green spaces, paths or areas of hard standing are regularly cleared of fallen leaves, but leaves on grass/shrub beds are generally left until the majority of leaves have fallen before they are removed (unless leaving them would damage the grass in which case the accumulated leaves would be removed sooner). Collected leaves are usually sent for composting.

Policy 25: The Council will not prune or fell a Council owned tree to remove or reduce leaf fall or remove fallen leaves from private property.

8.3 Light

In law there is no general right to light, and there is no right to light in connection with open land, such as a garden. Owners can exercise their Common Law right to remove (abate) the nuisance associated with encroaching trees, see section 5 - Common Law Right.

Policy 26: The Council will generally not prune or remove trees in cases where they cause a reduced amount of light to fall on a property, other than in exceptional circumstances.

8.4 Bird droppings

Bird droppings may be a nuisance, but the problem is not considered a sufficient reason to prune or remove a tree. Nesting birds are protected under the Wildlife and Countryside Act 1981 (and other related wildlife law). Warm soapy water will usually be sufficient to remove the bird droppings.

Policy 27: The Council will not prune or fell a Council tree to remove or reduce bird droppings from trees, or remove bird droppings from private land.

8.5 Fruit / berries / nuts

Fruit trees such as apple, cherry and pear have the double benefit of spring blossom and autumn fruit. This makes fruit trees good for wildlife and a source of free food. But, there are some locations where fruit trees are less desirable, for example where soft fruit would make the pavement slippery or where anti-social behaviour could encourage fruit being thrown at houses or cars. When considering what tree to plant the Council takes account of the likelihood of such problems. Equally, where fruit trees are established but where there is a significant anti-social behaviour problem the Council will consider phased removal and replacement.

Policy 28: The Council will not prune or fell a Council owned tree to remove or reduce the nuisance of fruit/berries or nuts, or remove such fallen fruit from private land. However, where fallen fruit is leading to significant anti-social behaviour problems it will consider measures to reduce the problem, including whether a phased removal and replacement with alternative species is reasonable.

8.6   Sap / Honeydew

Honeydew is caused by greenfly (aphids) feeding on the tree, which excrete a sugary sap. Often the honeydew is colonised by a mould, which causes it to go black.

Unfortunately, there is little that can be done to remove the aphid which causes the problem and pruning the tree may only offer temporary relief. Any re-growth is often more likely to be colonised by greenfly thereby potentially increasing the problem. Some trees, such as limes, are more prone to attack by greenfly and in some years greenfly are more common, especially following a mild winter. Honeydew is a natural and seasonal problem. Where new trees are planted we try to choose trees that are less likely to cause this problem. Where honeydew affects cars, warm soapy water will remove the substance, particularly if you wash the car as soon as possible.

Policy 29: The Council will not prune or fell a Council owned tree to remove or reduce honeydew or other sticky residue from trees.

8.7   Pollen

Whilst some kinds of tree pollen are known to bring on in sufferers the symptoms of hay fever this is not considered justification for either the pruning of Council trees, or their removal.

Policy 30: The Council will not prune or fell a council owned tree to remove or reduce the release of pollen.

8.8   Telephone wires

It is the telephone service providers' responsibility to maintain your service. Several options are available to the utility company that do enot require pruning of a tree to maintain your service. Often pruning is a temporary solution and the problem may reoccur when branches grow back.

For example the cable can be sheathed at points of high friction; the line can also be redirected through the tree canopy. It may be that your telephone service provider is able to suggest an alternative solution to the problem of trees affecting telephone wires.

Policy 31: The Council will generally not prune or fell a Council owned tree to remove or reduce interference with telephone wires.

8.9   TV / Satellite Reception

It may be that a satellite or TV provider will be able to suggest an alternative solution to the problem, for example relocating the aerial/dish or means to boost the signal.

Policy 32: The Council will generally not prune or fell a Council owned tree to prevent perceived interference with TV/satellite installation/ reception.

8.10   Wild animal / insect pest

Bees, some animals, and many birds are protected species and advice should be taken before considering their removal. Advice on dealing with animal pests such as wasps can be obtained from the Council by calling 0131 529 3030.

Policy 33: The Council will not prune or fell a Council owned tree to remove or reduce incidence of perceived pests such as bees, wasps, or wild animals.

8.11   Drains & Invasive Roots

Tree roots typically invade drains that are already broken or damaged. Trees themselves very rarely break or damage the drain in the first place. Tree roots found in a drain are usually symptomatic of an underlying problem requiring repair of the broken pipe.

Tree roots can cause damage to paving, lawns and drains and the foundations of buildings or walls. Again, where a neighbour's tree is causing problems, an owner is within their rights to cut back roots to the boundary of their property, unless it is protected by a TPO or is within a Conservation Area. However, it is always worth remembering that undermining the future stability of the tree can lead to future liability for any future damage caused.

Policy 34: The Council will not prune, fell or cut the roots of a Council owned tree to prevent roots entering a drain that is already broken or damaged.

8.12   Tree touching building

In many cases the solution will be for the Council to prune the tree, but in exceptional circumstances it may be more appropriate to fell the tree. If pruning is appropriate we will endeavour to undertake works to stop the problem re-occurring within three years.

Policy 35: In the event that a Council tree is causing damage to property, a Trees & Woodlands Officer will aim to respond within 10 working days and, if appropriate, remedial works will be undertaken.

8.13 Tree overhanging property

Householders have the right to prune overhanging branches back to their boundary as long as the pruning does not result in the demise of the tree. For any works on trees protected by Tree Preservation Orders (TPOs) or that stand within Conservation Areas, permission must be granted by the Arboricultural Officers within the Council's Planning service. All works should be carried out in accordance with BS3998: (2010) 'Tree work –

Recommendations'. It is advised that this work is carried out by a fully insured and experienced arborist. Tree works should also be undertaken outside of the bird nesting season, which typically falls between the months of March and September.

Policy 36: The Council will generally not prune or fell a tree in Council ownership to alleviate the nuisance of overhanging branches.

8.14 Tree obstructing view

There is no legal right to a 'view'.and this issue is treated in much the same way as section 8.3 "Light".

Policy 37: The Council will generally not prune or fell a Council owned tree to improve the view from a private property.

9.0 Dangerous trees and tree-related emergencies

The Council operates an emergency call-out system in the event of dangerous trees, and a duty officer is on call 24 hours a day, 365 days a year. A stand-by squad of arborists is normally available should this be required, and the Council retains a number of private contractors who can stand by or attend in emergency situations.

If a Council owned tree is in such a condition that it poses a very high risk to people or property and is considered to be an emergency situation, instruction will be given to start the process of making the tree safe. An emergency is defined as a tree that is in immediate danger of collapse or a tree that is causing an obstruction requiring urgent attention. Emergency tree works are defined as the minimum amount of work that requires to be done in order to remove the immediate risk to life, limb and property.

The number of tree-related emergency incidents is usually small, but in severe weather events there may be a large number created in a very short space of time. For example the storm of January 3 2012 caused over 450 incidents which were reported as emergencies.

When the wind blows, trees move and may look as if they are going to fall over. Trees have evolved to move in the wind to limit breakage and the movement of stem and branches is not in itself a dangerous sign. It is however not possible to guarantee that any tree will not fail, as even the healthiest may succumb in the most extreme conditions.

Trees at the highest risk of complete failure are ones displaying movement at the base of the tree (e.g. roots lifting and/or cracks in the ground opening and closing). Other typical situations which will usually require immediate attention are:

- Tree snapped or blown over
- Tree rocking at its base – roots are likely to be damaged
- Uprooted but held up by another tree or building (hung-up)
- Large branch has broken off or is hanging off the tree

- Fallen tree or branches blocking a road, footpath, or access to property
- Tree or branches fallen on to house or car

Policy 38: The Forestry Service will aim to attend emergency tree incidents within 1 hour of its report to assess the situation and start the process of making the site safe.

Dangerous trees not posing an imminent public danger

If not an emergency situation, a Trees & Woodlands Officer will aim to respond within 10 working days of receipt of the enquiry and the customer notified of what action is considered appropriate.

Signs to look out for which may mean that a tree is a risk to people or property but the risk does not require an emergency response include a tree which is:

- Dying - few leaves in summer or dieback in the crown
- Bark is loose and falling off
- Old splits and cracks in the trunk or large branches
- Smaller branches falling from the tree

Trees can be made safe via pruning or felling. Typically the Council would employ the most cost effective approach. For certain high value trees the Council will consider other options to reduce risk to an acceptable level including those that reduce the likelihood of the tree failing or the likelihood of persons being close to the tree if it did fail.

Policy 39: If a tree is reported as dangerous, but after inspection the risk to the public is assessed as not high then the tree will be made safe depending on the degree of risk identified at the time of inspection by a Trees & Woodlands Officer.

10. Tree Planting

10.1 Planting programmes

In order to maintain the number of trees in the city, it is necessary to plant trees. Trees naturally regenerate from seed and by suckering, and this is a significant factor in woodland sites, where no planting may be necessary to maintain long term woodland cover. But in parks, streets, gardens and cemeteries, planting is necessary to sustain tree cover.

When considering planting, there are a number of factors to take into account, including:

- What space will be available to the tree to grow into (both above and below ground)

- What stature or form of tree is best

- What species or variety to choose

- What type of tree stock and planting method to be used

The Council endeavours to follow a Right Tree, Right Place policy. The principle of this approach is to consider the constraints and opportunities of any proposed planting site and the desired features (or not) of proposed trees. This approach also takes into account the merits of both native and non-native tree species in order to support wildlife and safeguard against potential pests, diseases and the effects of climate change.

It is generally recognised that large trees in a city bring considerably more benefits than smaller trees. Finding room for large trees is a problem in many locations, especially streets. The Right Tree, Right Place approach is intended to allow any trees planted to reach full height and maturity and remove the requirement for regular pruning programmes, which are very resource intensive, and also to minimise any later nuisance impact.

Having a mix of native and non native tree varieties within Edinburgh is an important measure in order to safeguard against the increased risk of a devastating loss of one or more tree species due to a new pest or disease becoming established. Introducing appropriate native and non-native tree varieties within Edinburgh will also help maintain the city's historic tree cover in the face of environmental factors related to climate change. We can increase the resilience of the city's trees by keeping them as healthy, and hence as robust, as possible.

Clearly other factors should also be taken into account, such as site character and design considerations, especially as part of historic planting schemes, but there should be a presumption against single-tree, single-variety mixes that make trees vulnerable en masse to pests and diseases.

Planting native trees is generally preferred, especially if the intent is primarily to attract wildlife. But non-native trees such as sycamore make a major contribution to Edinburgh's greenspace, and in some locations the desirable variety of colour, texture, scent and form is only available by choosing non-native species and varieties. The large number of species and varieties that will grow successfully in Edinburgh can easily be observed on a visit to the Royal Botanic Garden Edinburgh.

Where native trees are selected we will endeavour to purchase trees that are of local provenance - this being especially important if replanting trees in long established or ancient woodland.

As climate change increasingly becomes a reality, planting and caring for trees in cities will become even more important. We will also need to consider which types of trees will themselves be able to cope with hotter, drier summers and warmer, wetter and windier winters. There is still uncertainty about the degree and timing of such climate changes, and therefore no clear recipe for which trees to plant or not to plant. However it is clear that reliance on single species or variety is risky and that planting a range instead is more desirable.

When the decision is taken to remove a Council owned tree, the Council will determine whether it is appropriate to replant a tree in the same place (for example a street tree) or very close by (for example in a park or green space). Any decision is made in consultation with the Roads Service and relevant Neighbourhood. Wherever possible the site will be considered as a whole, reflecting its history, character, available space, use and local interests.

Currently the Council plants on average around 300 root-balled extra-heavy standard trees (trees of 16-18 cm girth and 3 – 5 m in height) per year in parks and greenspace. This type of planting stock is relatively expensive but has proven to be much more resilient to vandalism and survival than when smaller, less robust stock has been used. Planting in woodlands and other more natural sites is more likely to use whips (trees 2 to 4 years old and ranging from 300mm to 900mm in height)

Policy 40: The Council will endeavour to maintain its tree stock and increase current tree numbers by planting. The Council will look to increase and improve its tree cover within available resources as part of an annual tree planting programme, paying particular attention to historic street tree and park planting.

10.2 Maintenance of newly planted trees

Newly planted trees require monitoring and usually a maintenance input to ensure that they are successfully established. On occasion, additional maintenance may be required which could include weeding (either by herbicide or by the use of mulches), watering or fertilising, according to conditions, and adjustment or removal of tree ties or guards. The Council generally specifies the use of extra-heavy standard trees for streets, parks and gardens, and smaller plants such as whips or transplants for woodland areas. Extra-heavy standards are guyed underground and protected from potential damage by a high welded mesh guard supported by three tall stakes. This guarding is left in-situ for as long as possible to provide bark protection and deter vandalism.

Trees (whips) planted as part of a woodland establishment programme are not usually watered, but may need protection from a tubular tree shelter. Extra-heavy standard trees generally need watered during the first spring or summer after planting, but the frequency and quality required varies depending on local conditions.

Newly-planted trees suffer in competition for moisture with grass, so control of weeds around the base of trees is crucially important. The preferred solution is to apply mulch (e.g. wood chips) at least 1 metre diameter around the base of the tree to a depth of 100mm. Mulch will need topped up from time to time.

Policy 41: The Council will endeavour to maintain newly planted trees appropriately to ensure they have the best chance of establishing.

11. Dutch Elm Disease

Dutch elm disease was first identified in Edinburgh in 1976, and spread rapidly until, by 1985, over 1500 elms per year were becoming infected. The disease, a fungus, is invariably fatal. The beetle which spreads the fungus from tree to tree breeds in dying or dead elms, so it is imperative to remove infected elms promptly. This approach to controlling the disease, which has been in place for 37 years, means that whilst elms have all but disappeared from most towns and cities, there are around 15,000 elm trees remaining in Edinburgh.

Any public trees showing signs of the disease are felled and removed by the Council. Owners of private trees showing signs of the disease are written to and advice on the safe removal and disposal of the infected tree is provided. Dutch elm disease work is given high priority because although trees dying of the disease may only become dangerous after a year or two, failure to remove affected trees promptly allows the disease to spread rapidly, thereby increasing the overall workload.

The Council's approach to Dutch elm disease is set out in Council Executive report, "Dutch Elm Disease – Legislative Review" 08/11/2005 Item Number 21 Report number E/259/05-06/C+L.

Policy 42: The Council will monitor the continued spread of Dutch elm disease by undertaking an annual survey of the city's elm trees, starting each June. The Council will carry out a sanitation felling programme designed to reduce the spread of the disease, and will advise private owners of what action need to be take by them.

12. Heritage or Veteran Trees

Heritage (or veteran) trees are important for both their historic and cultural value at the local level and conservation value in the creation of habitats for fungi and insects. Many trees have important cultural or historical significance, whereas others have been the source of traditions or folk tales.

The Council has compiled a list of heritage trees in Edinburgh. This involved a lengthy process of background research and public consultation, which provided a list of nearly 100 potential candidates. From this original list an inventory of 52 trees were identified as notable and exceptional due to great age, size or historical and cultural significance. An information leaflet has been published identifying their value and location. In general they are located in designed landscapes, former estates and parkland.

A list of interesting or important trees can be viewed online at the Council's Edinburgh Outdoors Website: http://www.edinburghoutdoors.org.uk/

Trees can be made safe by pruning or felling. Typically the Council will employ the most cost effective approach but, for certain high value trees will consider other options to reduce risk to an acceptable level, including those that reduce the likelihood of the tree failing or the likelihood of people being close to the tree if it did fail.

Policy 43: The Council will manage veteran trees sympathetically according to good arboricultural practice, striking a balance between public safety and biodiversity.

13. Summary of draft Policies contained within the Policy Document

Policy 1: Trees in Council ownership will be inspected for safety, on a cycle between one and five years according to size, targets, condition and survey recommendation for each tree. This information will be recorded on the Council's data base.

Policy 2: Tree inspections will only be undertaken by people who are qualified, experienced and competent to undertake the Visual Tree Assessment (VTA) method of survey.

Policy 3: The Council will take steps to bring all of its trees under active, appropriate and informed management.

Policy 4: The Council prioritises tree work according to the individual tree's health & safety risk, taking in to account current available resources. Tree works will normally be completed in safety priority order.

Policy 5: The Council accepts the right of householders to remove overhanging branches, (subject to compliance with Tree Preservation Orders and/or Conservation area status) and where required will assist householders to identify a suitable arboricultural contractor who can carry out works to the appropriate standard.

Policy 6: The Council will consider applications from private owners to alleviate amenity reduction or nuisance problems on the basis that they will fund the works, that the works will be agreed with the Council beforehand, that a suitable arboricultural contractor is appointed, and that each case will be considered on its individual merits.

Policy 7: For non-emergency tree-related safety issues a Trees & Woodlands Officer will aim to carry out a tree inspection within 10 working days of receipt and the customer notified thereafter within 5 working days of what action the Council intends to take.

Policy 8: Claims made in writing to the Council in relation to alleged damage caused by a council owned tree will be acknowledged within 10 working days of receipt.

Policy 9: The Council will not carry out works to trees, or fell them, unless it is necessary to do so. When works are carried out, the reasons for the work will be documented and recorded.

Policy 10: Disposal of arisings: Where practicable, all arisings (logs, branches etc) from tree works in high amenity areas will be removed. In woodland situations however standing dead wood, logs and chippings may often be left on site, where this can be done safely, to enhance biodiversity and increase wildlife habitats.

Policy 11: Management of ivy and trees: The Council will control ivy on trees where it is having a significantly negative effect.

Policy 12: The Council will seek to remove stumps promptly where practicable and appropriate. In woodland locations, stumps will generally be left to decay in situ

Policy 13: The Council will undertake work to a tree in its ownership to maintain clear sight lines (where reasonably feasible) at junctions and access points (associated with a street, road or highway).

Policy 14: The Council will undertake measures to make safe an unacceptable trip hazard in streets, roads or the public highway caused by the growth of a council owned tree.

Policy 15: The Council will undertake measures to make safe any unacceptable carriageway obstruction due to trees in streets, affecting roads or the public highway caused by the growth of a council owned trees.

Policy 16: The Council will undertake work to a tree in council ownership to maintain a minimum 5.5 metres height clearance over the carriageway - where reasonably feasible.

Policy 17: The Council will undertake measures to make safe any unacceptable carriageway risk due to private trees in a dangerous condition, within falling distance of roads, or the public highway.

Policy 18: The Council will undertake work to a council owned tree to maintain a minimum (where reasonably feasible) 3.0 metres height clearance over a footpath associated with a street, road or highway.

Policy 19: The Council will undertake work to a tree in is ownership to ensure that it does not unduly obstruct the streetlight zone of illumination.

Policy 20: The Council will ensure that all construction and development, including temporary installations and placement of movable equipment, near to trees follows BS:5837 (2012) "Trees in relation to design, demolition and construction - Recommendations" and that the most recent National Joint Utilities Group "Guidelines for the planning, installation and maintenance of utility apparatus in proximity to trees" are followed where carrying out works in root protection areas cannot be avoided.

Policy 21: The Council will undertake work to a tree in its ownership to ensure that trees do not unduly obstruct traffic signals or street signs.

Policy 22: Where a Council owned tree or woodland is associated with criminal activity and/or anti -social behaviour, measures to alleviate the problem will be implemented on a site-by-site basis in consultation with the Police, communities and neighbourhood teams.

Policy 23: The Council will investigate reports of vandalism to a council owned tree or woodland and try to correct any damage where appropriate and within available resources.

Policy 24: The Council will not prune or fell a Council owned tree simply because it is considered to be 'too big' or 'too tall'.

Policy 25: The Council will not prune or fell a Council owned tree to remove or reduce leaf fall or remove fallen leaves from private property.

Policy 26: The Council will generally not prune or remove trees in cases where they cause a reduced amount of light to fall on a property, other than in exceptional circumstances.

Policy 27: The Council will not prune or fell a Council tree to remove or reduce bird droppings from trees, or remove bird droppings from private land.

Policy 28: The Council will not prune or fell a Council owned tree to remove or reduce the nuisance of fruit/berries or nuts, or remove such fallen fruit from private land. However, where fallen fruit is leading to significant anti-social behaviour problems it will consider measures to reduce the problem, including whether a phased removal and replacement with alternative species is reasonable.

Policy 29: The Council will not prune or fell a Council owned tree to remove or reduce honeydew or other sticky residue from trees.

Policy 30: The Council will not prune or fell a Council owned tree to remove or reduce the release of pollen.

Policy 31: The Council will generally not prune or fell a Council owned tree to remove or reduce interference with telephone wires.

Policy 32: The Council will generally not prune or fell a Council owned tree to prevent perceived interference with TV / satellite installation / reception.

Policy 33: The Council will not prune or fell a Council owned tree to remove or reduce incidence of perceived pests such as bees, wasps, or wild animals.

Policy 34: The Council will not prune, fell or cut the roots of a Council owned tree to prevent roots entering a drain that is already broken or damaged.

Policy 35: In the event that a Council tree is causing damage to property, a Trees & Woodlands Officer will aim to respond within 10 working days and, if appropriate, remedial works will be undertaken.

Policy 36: The Council will generally not prune or fell a tree in Council ownership to alleviate the nuisance of overhanging branches.

Policy 37: The Council will generally not prune or fell a Council owned tree to improve the view from a private property.

Policy 38: The Council's Forestry Service will aim to attend emergency tree incidents within 1 hour of its report to assess the situation and start the process of making the site safe.

Policy 39: If a tree is reported as dangerous, but after inspection the risk to the public is assessed as not high then the tree will be made safe depending on the degree of risk identified at the time of inspection by a Council Trees & Woodlands Officer.

Policy 40: The City of Edinburgh Council will endeavour to maintain its tree stock and increase current tree numbers by planting. The Council will look to increase and improve its tree cover within available resources as part of an annual tree planting programme, paying particular attention to historic street tree and park planting.

Policy 41: The Council will endeavour to maintain newly planted trees appropriately to ensure they have the best chance of establishing.

Policy 42: The Council will monitor the continued spread of Dutch elm disease by undertaking an annual survey of the city's elm trees, starting each June. The Council will carry out a sanitation felling programme designed to reduce the spread of the disease, and will advise private owners of what action needs to be taken by them.

Policy 43: The Council will manage veteran trees sympathetically according to good arboricultural practice in respect to veteran trees, striking a balance between public safety and biodiversity.

Appendix 1

Summary of current planning policy framework relating to trees and woodlands

The adopted **Edinburgh City Local Plan** has a policy relating to trees, which states:

'Development will not be permitted if likely to have a damaging impact on a tree or trees protected by a TPO or other trees worthy of retention on or around a proposed development site, unless necessary for good arboricultural reasons. Where such consent is granted, replacement planting will be required to offset the loss to amenity.' (Policy Env 12 Trees)

The adopted **Rural West Edinburgh Local Plan** has two policies relating to trees. Policy E15 aims to prevent the loss of healthy mature trees on development sites and requires replacement planting for any lost woodland trees or hedgerows. Policy E16 promotes the use of TPOs and the protection of trees subject to TPOs from development. This policy also supports woodland planting, enhancement and encourages planting of native species.

A new Edinburgh Local Development Plan is in preparation, and once adopted will replace the existing two Local Development Plans.

Supplementary planning guidelines relating to trees and woodlands give more detailed information on the Council's requirements, and principles to be applied when considering trees in relation to development proposals. The planning guidelines require compliance with the British Standard (BS 5837:2012), to achieve a satisfactory relationship between trees and new development. The relevant planning guidelines are:

- Trees and Development
- Landscape and Development
- Biodiversity

Work is underway to consolidate these planning guidelines into one **Edinburgh Design Guidance** document. This is currently being finalised. The requirements for trees and woodlands in relation to development remain broadly the same:

Compliance with the approach and principles in the British Standard (BS 5837:2012)

Assessment of the existing trees and woodlands and their retention in the final layout where appropriate

Contributions to an improved habitat network through woodland creation and tree planting

Trees and development

The Scottish Planning Policy (paragraphs 146 to 148) outlines the protection which should be given by Planning Authorities to trees and woodlands in relation to development. In summary:

- Ancient and semi-natural woodland is an important and irreplaceable national resource that should be protected and enhanced, as should other native and long established woodlands with high nature conservation value.

- Other woodlands, hedgerows and individual trees, especially veteran trees, may also have significant biodiversity value and make a significant contribution to landscape character and quality so should be protected from adverse impacts resulting from development. If a development would result in the severing or impairment of connectivity between important woodland habitats, workable mitigation measures should be identified and implemented, potentially linked to the creation of green networks.

- Where appropriate, planning authorities should seek opportunities for new woodland creation and planting of native species in connection with development schemes.

- Tree Preservation Orders can be used to protect individual and groups of trees considered important for amenity or because of their cultural or historic interest.

The Forestry Commission Scotland Advice Note 'The right tree in the right place' also forms part of the national policy framework for local authorities.

Where trees are affected by development, the Council promotes the protection of existing trees and requires the planting of new trees as appropriate.

Through planning policies the Council aims to:

- Retain trees of landscape, biodiversity or amenity significance

- Encourage new tree planting wherever appropriate within new development to strengthen woodland habitat networks and help to deliver the CSGN

- Promote a substantial renewal of the city's woodland resource

- Effectively manage existing trees and woodlands.

Tree Protection Charter – Tree Preservation Orders and Conservation Areas

The Council is committed to the protection of trees and woodland within the City of Edinburgh. This is achieved by the making of Tree Preservation Orders (TPO) and by the protection of trees within Conservation Areas. Where trees are affected by development, the Council promotes the protection of existing trees and requires the planting of new trees as appropriate.

The Council's Tree Protection Charter sets out the process for protecting trees, and the levels of service which members of the public and others can expect from the Council regarding tree protection and works to protected trees.

TPOs are made by a Planning Authority under Section 160 of the Town and Country Planning (Scotland) Act 1997 (as amended) and within the procedures set out in the Town and Country Planning (TPO and Trees in Conservation Areas) (Scotland) Regulations 2011.

The process relating to **TPOs** is outlined below:

- Notice of a Tree Preservation Order is served on the owner and advertised by the Council's Planning service. Anyone may comment or object within 28 days. Acknowledgement and notification of decisions will be sent to all who submit comments. Anonymous comments will not be considered.

- Following the consultation period, and within six months, the Council Planning Committee will confirm, modify or not confirm a TPO, taking into account the comments received.

- If confirmed, the TPO is again served on the tree(s) owner(s). It is also recorded in the Register of Sasine and imposes a legal burden attached to the title of the land.

- Where a TPO is in place, prior consent in writing is required from the Council's Planning service to carry out any work on the trees. An owner wishing to carry out work must apply in writing. If consent is given the work must be carried out within two years.

- If the applicant objects to the decision or conditions imposed, an appeal can be made to Scottish Ministers within 28 days.

- Contravention of a TPO is an offence, liable to prosecution, subject to a fine of up to £20,000.

The process relating to **Conservation Areas** is:

- Before carrying out any tree work within a Conservation Area, the owner of the tree must give 42 days written notice to the Council, detailing the work and identifying the trees.

- An officer will then carry out a site inspection to assess the impact of the proposals on the local amenity. Advice and recommendations will be offered.

- If the trees are deemed to be of significant public amenity value and are considered to be at risk, a TPO may be served to prevent adverse work being carried out. This is the only way the Planning Authority can protect the trees; it cannot otherwise refuse consent.

- If, after 42 days, the Planning Authority has not responded and if a TPO has not been served, the specified work may proceed. The work must be carried out within two years of the notification.

- If work takes place without notification, similar penalties apply as for TPOs.

- Unauthorised work on protected trees will be investigated as a matter of urgency.

The Tree Protection Charter should be referred to for fuller information, and for information relating to emergency works.

Woodland Habitat Action Plan

Woodlands within the Edinburgh area represent a valuable resource for people and wildlife alike. The Woodland Habitat Action Plan, part of the Edinburgh Biodiversity Action Plan (2010-2015), details key objectives and actions to protect, enhance and expand woodlands in the city.

Trees in the City - Draft 5 year action plan

	Trees and the sustainable City	Priority	Timescale	Lead body	Other Partners	Comment
1.1	Create a prioritised list of street tree locations and plant replacement trees.	High	13-14, ongoing	CEC P&G	CEC Roads	
1.2	Identify streets where new street tree planting can be introduced, and consult with others.	Med	14-15	CEC P&G	CEC Roads CEC Planning	
1.3	Consult with others and create a policy to guide tree planting by the Council, with the aim of increasing resilience in the light of climate change and disease threats.	High	13-14	CEC P&G	CEC Sustainability	
1.4	Adopt a tree valuation model, to be applied as policy to aid decision-making around tree removals.	Med	14-15	CEC P&G	FCS, ELGT	
1.5	Env 6 Promote woodland management and creation as a key component of sustainable flood management initiatives	Med	13-14, ongoing	CEC P&G CEC Planning		ELFWS action
1.6	Env 7 Identify locations where new planting or woodland management can help increase slope stability.	Med	13-14, ongoing	CEC P&G CEC Bridges& Structures		ELFWS action
1.7	Env 10 Where appropriate, prioritise planting of street trees in urban AQMAs, and woodland expansion along strategic road corridors and adjacent to industrial estates.	High	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	ELFWS action
1.8	Env 17 Promote the importance of managing and increasing trees and woodlands in urban areas to conserve and enhance townscape character	Med	13-14, ongoing	CEC P&G CEC Planning		ELFWS action

	Trees and the sustainable City	Priority	Timescale	Lead body	Other Partners	Comment
1.9	Env 19 Promote positive management of historic gardens and designed landscapes and heritage trees to maintain their historic and cultural significance and increase resilience to climate change.	Med	13-14, ongoing	CEC P&G CEC Planning		ELFWS action
1.10	Env 19 Encourage forest restructuring to improve the setting of historic sites and landscapes.	Med	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	ELFWS action
1.11	CC1 Expand woodland cover within Edinburgh and the Lothians as a means of increasing carbon sequestration and reducing net carbon emissions, following the guidance provided in Sections 3 and 5 of the ELFWS.	High	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	CC1 Policy
1.12	CC6 Promote positive and proactive management of key tree species and woodlands improve their resilience to climate change.	High	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	ELFWS action
1.13	CC7 Identify important individual historic trees and species that are vulnerable and begin succession planning to maintain contribution to character and significance.	Med	13-14, ongoing	CEC P&G CEC Planning		ELFWS action

	Trees and communities	Priority	Timescale	Lead body	Other Partners	Comment
2.1	Provide better information through the web on tree operations and policies that concern trees and woodlands	High	13-14, ongoing	CEC P&G		
2.2	Reorganise and relaunch the voluntary Tree Warden scheme in partnership with Friends of Parks, amenity groups and others	Med	14-15	CEC Forestry	Friends groups, Tree Council	
2.3	EC 24 Develop and publicise opportunities for active outdoor recreation in woodlands and forests, including mountain-biking, walking and activities such as orienteering.	High	13-14, ongoing	CEC P&G CEC Planning CEC Transportation		ELFWS action
2.4	QL 1 Ensure that existing and new forests and woodlands are managed to create new opportunities for active travel, including walking, cycling and horse riding connecting settlements and the countryside.	High	13-14, ongoing	CEC P&G CEC Planning CEC Transportation	FCS, ELGT	ELFWS action
2.5	QL 3 Promote the role of woodlands in providing a resource for physical activity, accessible to all parts of society close to where people live and work.	High	13-14, ongoing	CEC P&G	FCS, ELGT	ELFWS action
2.6	QL 6 Support community involvement in woodland projects, especially through mentoring and co-ordinating delivery of activity on the ground. There should be a particular focus within WIAT Priority Areas.	High	13-14, ongoing	CEC P&G	FCS, ELGT	ELFWS action
2.7	QL 8 Support community woodland groups particularly in areas with high levels of multiple deprivation.	High	13-14, ongoing	CEC P&G, CEC	FCS, ELGT	ELFWS action
2.8	QL 9 Increase awareness of the role of woodlands as an outdoor learning resource and a resource for education, training and lifelong learning.	High	13-14, ongoing	CEC P&G, CEC Children & Families	FCS, ELGT	ELFWS action
2.9	QL 11 Promote the development of outdoor learning opportunities including in woodlands and forests.	High	13-14, ongoing	CEC P&G, CEC Children & Families	FCS, ELGT	ELFWS action

	Trees, woodlands and Green Networks	Priority	Timescale	Lead body	Other Partners	Comment
3.1	Identify sites where trees could be planted to enhance the linkages between green spaces, and to assist in the delivery of the Living Landscapes project.	Med	15-16	CEC Forestry	FCS, ELGT	
3.2	EX1 Support delivery of new woodland areas in the CEC authority area	Med	13-14, ongoing	CEC Planning	FCS, ELGT	ELFWS action
3.3	EC24 Policy Create new woodland on the CEC estate	Med	13-14, ongoing	CEC P&G	FCS, ELGT	ELFWS action
3.4	Env 1 Promote the establishment of new native woodlands as part of integrated habitat networks.	Med	13-14, ongoing	CEC Planning	FCS, ELGT	ELFWS action
3.5	Env 2 Where there are suitable opportunities, enhance ancient and semi-natural woodland.	Med	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	ELFWS action
3.6	Env 4 Increase the proportion of existing woodland brought into positive management.	High	13-14, ongoing	CEC P&G CEC Planning	FCS, ELGT	ELFWS action

	Effectively managed trees	Priority	Timescale	Lead body	Other Partners	Comment
4.1	Publish tree management policies after consultation	High	13-14	CEC P&G		
4.2	Continue to extend the Ezytreev database to cover all trees in CEC ownership.	High	13-14, ongoing	CEC Forestry		
4.3	Publish tree work schedules in advance.	Med	13-14	CEC Forestry		
4.4	Continue to work in partnership with others, such as Edinburgh & Lothians Greenspace Trust to deliver woodland management work	Med	13-14-ongoing	CEC Forestry		ELGT
4.5	Work towards the elimination of any waste from tree operations and no woody waste to go to landfill.	Med	13-14	CEC Forestry		

Appendix 2: Trees in the City - Tabulated comments received and draft responses.

Comment No.	Individual or group?	Comment	Draft Response
1	Scottish Natural Heritage	Thank you for your consultation of 1 October 2013 regarding the above Plan. We welcome this document and the emphasis on the variety of benefits that trees bring. We recognise the importance of trees for biodiversity, landscape and health, and the increase in amenity and appreciation of urban landscapes gained from urban trees and woodland. We support the comments that mature or large trees bring greater benefits, or have higher value, when compared with newer planting or smaller species. We wish to emphasise the importance of increasing the resilience and diversity of trees in the city against future threats of climate change and disease. As discussed in 10.1 Planting Programmes, we would agree that increasing the height /age structure and range of species, including species of high value for biodiversity, will maximise their resilience and value. The section on Potential Opportunities, as well as Preferred Opportunities, will be important in delivering and addressing the range of benefits and issues discussed in the document and development sites may well play a part in contributing to these aims. The Action Plan contains many positive actions in the delivery of the above and we would be happy to contribute where relevant.	The support of Scottish Natural Heritage is welcomed. Comments noted.
2	Edinburgh & Lothians Greenspace Trust	After having a careful look through the Trees in the City consultation document, I would like to confirm that ELGT are in support of the document. We are happy to be a partner for a number of the items highlighted in the Action Plan.	The Support of Edinburgh & Lothians Greenspace Trust is welcomed. Comments noted.
3		There are a number of things of note: 2.2 Disease Sudden oak death (Phytophthora ramorum) is not a primary threat to English and sessile oaks in the auk. It is more of an issue on other species like larch, rhododendron, etc. It may also be worthwhile mentioning the oak processionary moth as a threat.	Noted. Corrections made after advice from Forestry Commission Scotland. Oak processionary moth will be included in the section on threats.
4		Pp 19. I think it would be good to define the target for woodland creation on CEC owned land.	This issue is contained in Action Plan note 1.11
5		6.4 and 8.13 - Should be BS3998:2010.	Correction has been made.
6		7.9 Vandalism – removing guards after three years in my option is too soon due to the problems of grass cutting, etc. I've seen trees that were planted when I was at the Council over 6 years ago that have just had their guards removed and they've been badly damaged by grass cutting and strimming by un-skilled staff.	Tree guards are left on newly planted trees for as long as possible to protect them during grass cutting operations. Any trees damaged during cutting are reported so that this issue can be addressed appropriately.
7		Policy 29 and 30...one says will not the other says generally not...wondered why there was a difference between the two.	The policy wording has been amended to make this clearer.
8	Lothians & Fife Green Network Partnership	(is it gean or cherry?, or is cherry meant to cover all the Prunus genus?)	In the context of native trees Cherry refers to Gean (Prunus avium).
9		Given the cross-cutting nature of the document is it challenging to discern exactly how prescriptive it can be in interfacing with other council policies (such as transport and economic development) – generally though we consider this document to have a well balanced approach with good information and sources of reference where required. Specific notes included in the comments below.	Comment Noted.
10		We feel this is about right and on the latter, explains well the rights and responsibilities of owners and neighbours whether private or council. There is more that could be made of the value of trees and woodlands, possibly using an ecosystem services type framework, and we note the use of existing valuation methods as already used elsewhere (CAVAT, Helliwell). This might be part of an educational exercise toward less specialised users of the strategy in informing of the value of tress and woodlands in the urban environment. For example, it would be compelling to know the %age annual contribution trees and woodlands in CEC make to the CEC's operating carbon costs (or CRC) or the %age of miles travelled each year by car of Edinburgh residents is offset by sequestration.	Comments Noted. With the current data we hold, we are currently unable to state the operating carbon cost or mileage travelled by car offset by trees in the city.
11		We are pleased to see reference to the CSGN and SESPlan and their respective priorities, the role of the Local development planning process and the supplementary planning guidance in support of trees and woodland through the development planning and management process. Also the consideration of use of vacant and derelict land as an opportunity. It would be useful to have a policy relating to transport planning that considers the opportunity for the use of tree and hedgerow barriers not just for landscaping but also for habitat, reduction of noise and improvement of air quality considerations (noted inclusion of this in the action plan).	Comment Noted. This policy relates to Council owned trees. Review of planning policies is not within the scope of this document.
12		Yes, and we note the alignment of actions with the E&LFWS and ownership taken by the city Edinburgh Council of a number of these.	Comment Noted.
13	Forestry Commission Scotland	Many thanks for consulting Forestry Commission Scotland on the Trees in the City - Trees and Woodland Action Plan. By way of constructive feedback, the only observation I would like to make is that it would perhaps aid the reader if it were made clear near the beginning of the document who the main users of the document would be and how the document fits into the existing planning system. Other than that, I would like to congratulate the council in pulling together a very useful document which has the support of FCS.	The support of Forestry Commission Scotland is welcomed. Comments noted.
14	Friends of the Meadows and Bruntsfield Links	The plan is comprehensive and contains a large amount of information which is clearly presented and of great value.	Comment Noted. The support of Friends of the Meadows and Bruntsfield Links is welcomed.

15		It is clear on the ground that a large number of (mainly younger) trees have not been maintained effectively. For example along Leamington Walk many smaller trees have died and vegetation has been allowed to grow too high within support framework. The ground around tree bases has not always been treated well. Council mowing machines continue to damage bark and it appears that chemical weed killers have been used excessively at some tree bases. During periods of drought younger trees can suffer but in other local authority areas this problem has been tackled by effective tree maintenance programs including watering.	Comment Noted. Weed control is carried out by Task Force teams. A watering programme is in place for newly planted trees.
16		Question: Can the plan clarify a process for more effective maintenance and management of existing stock in the form of either more resources and staff and/ or a much closer and effective liaison with local community groups and independent funding bodies? Is the plan able to identify future increases/sources of funding?	Increasing rates of tree survival are an intrinsic part of Forestry Service activity. Better liaison is an action identified in the plan. The Council works with partners to secure additional funding, and grants schemes develop and change from time to time.
17		Although a survey has identified numbers and condition of existing stock there is no mention of preparation of future planting design framework. For example it might be expected that professional landscape designers might be commissioned to prepare a tree planting strategy. This would include type and relationship of trees to each other, height, colour, foliage, seasonal growth and appearance, effect on vistas, effect on views of buildings, filling of gaps where trees have been lost or felled etc. Consultation with the local community should also take place before new trees are planted.	Tree planting design work is carried out by the Forestry Service in consultation with the Neighbourhood teams, Parks friends groups etc.
18		Due to scarcity of local authority funding the plan should perhaps emphasis more clearly how communities can be supported and empowered more directly to take an active role in maintaining and enhancing the city park landscape. Mention should be made of the need for council departments to liaise better when improvements are made to pathways and hard surfacing adjacent to existing trees. In recent cases works have proceeded without prior consultation (enlarged cycle route and recycling area). Despite the above FOMBL are fully supportive of the aims of this excellent Action Plan.	New Policy 20 provides better guidance on management of streetworks in relation to trees. It is accepted that there is a wider question regarding community empowerment which is currently outwith the scope of this document.
19	Individual	a. The document has a high profile and is very well constructed.	Comment Noted.
20		b. Not aware of any factual errors and typographical errors are few and far between. However I suggest that it would be helpful if there was an extra "flap page at either the front or back of the document to make available for easy use an alphabetic list of all acronyms used in the document.	Comment Noted. A glossary has been included.
21		c. The document has been well-publicised, covers many aspects and is readily understandable. It will attract attention from the public. and is thus fit for purpose. However there was some difficulty in processing and entering feedback into the electronic file. That may however have been due to the lack of suitable software available at home and even in the public library. It also may have been partly due to lack of time on my part.	Comment Noted.
22		I think that a good balance has been maintained. However more mention could have been made of fungi and their positive and negative roles in the growth and health of trees. Trees and fungi: Staff should receive adequate training in the recognition of species of fungi which are a threat to healthy tree growth and to public safety. Many fungi do not pose a great threat to trees and others can be beneficial. However the recognition of the signs of Kretzschmaria (=Ustilina) deusta and the ability to distinguish it from other species is important so that no tree is felled on the grounds of the presence of K.deusta without a verified identification.	All Trees and Woodlands Officers are certified as capable of identifying the key decay fungi. No tree has been felled without confirmation of suspected disease being present. No tree is felled unless absolutely necessary. Comment Noted.
23		It is also important that Meripilus (=Grifola) giganteus is recognised as early as possible so that the grass-cutters do not carry the fungal matter from one tree to another and thus distribute a major fungal threat to trees. This procedure has resulted in major damage to and consequent losses to park trees - particularly species of Sorbus. Every effort should be made to ensure that tools are cleaned regularly after pruning or felling a diseased tree in order to reduce the danger of transfer of fungal tissue or spores when later pruning healthy trees. Tree removal: There is a perception that permission is given readily to householders to have trees removed or trimmed e.g. in conservation areas. On the other hand trees on Council-owned land which pose a traffic problem or other hazard may remain without the necessary attention for a very long time. It is presumed that in the former cases prompt action is because it is the householder who bears the cost of the work. When the bill has to be met by the Council there can be lengthy delays which can result in continuing threats to public safety.	Comment noted. Expert advice will be sought regarding disease control meaasures. It is anticipated that the tree policies will assist in getting priority tree works done more quickly, but this may result on non-priority work taking longer.
24		A greater emphasis on the importance of wildlife "corridors" would be welcome and aims to increase public and householders' awareness of their possible role in supporting such corridors. ** All funded tree surveys recording species of trees by numbered tags should have strict sample checks for validity of results.	It is intended that partnership working with ELGT and Lothians Forest Green Network Partnership will lead to improvements in wildlife corridors. Comment Noted.
25		protection when young. Staking of trees and protective enclosures should be such that branches are not twisted and bent when standard trees are planted. An area clear of vegetative growth should be made around a new standard tree when the planting hole is dug and thereafter could be kept free of further plant intrusion by the application of woodchips. Young newly-planted standard trees should not only have a buried hose-pipe for watering but must have regular supplies of water by that route.	specification which has proven to provide the best solution for tree establishment within the challenging urban environment of the City.

No.	Organisation	Comment	Response
26		Millennium woodland - Where appropriate and at a suitable stage of development areas of Millennium woodland should be thinned and have lower branches of trees removed. If suitable "desire" paths have already become established they should be respected and minimally enhanced during the thinning process. If the route of the paths is not suitable (e.g. leading to an inappropriate exit from the woodland or to private property) some new planting should take place in order to block the route. Biodiversity - Account should be taken of the food, shelter and over-wintering requirements of animal, bird and insect life in line with good biodiversity practice . Where possible, logs and standing deadwood should be retained to provide and enhance wildlife habitats and food sources. Similarly "brush" should be stacked for wildlife shelters. The under-storey should be reinforced with plants to provide food and shelter for wildlife. The Invasive non-native species of Japanese knotweed and Himalayan Balsam each pose a significant and increasing problem in several areas of woodland and should have major attention. The increasing spread is a serious threat to the continued healthy growth of native wildflowers and can inhibit the growth of newly planted tree whips. If sufficient manpower could be made available the planting and management of hedges could help restore some habitats and wildlife corridors. Routine management - Special care should be taken in areas which are subject to regular grass-cutting . A margin should be maintained between the mown area and the tree trunks such that the trunk is not subject to damage by the mower. An even greater margin must be maintained if the tree roots are above or very near the surface.	Management of Millennium woodlands has been carried out in partnership with ELGT over the past 2 years. A continuing programme of woodland management is planned in conjunction with a Social Enterprise partner. Comments Noted.
27		Branches or trees which have had to be removed can become a useful resource. If chipped onsite the chippings can be used to restrict weed encroachment around tree trunks; present a barrier to grass-cutters from damaging the base of tree trunks; inhibit weed growth around bushes; and (provided the chippings are used in sufficient quantity) can be used to make muddy paths more useable, safer and attractive. Established woodland with mature trees - When significant numbers of mature trees are felled and removed for sale and unless there is a good reason otherwise the resulting revenue should be used to replace and support the woodland from which the trees were removed. When a mature woodland requires trees to be felled for safety reasons such as age or wind-damage cognisance should be taken of the species which have thrived and reached maturity. Similar replacement species should be considered so that the balance of species is maintained. Large tree stumps need not always be removed but can provide attractive informal seating areas for both adults and children. They can also be a reminder of the character and age of the parkland/woodland. Voluntary involvement - It is to be regretted that there is little awareness and continued activity regarding the identification and recording of `heritage trees'. The Edinburgh Tree Warden scheme seems to have been ignored and unused in recent times and what was a very active group is no longer being used. The excellent work involved many volunteers and the interest generated has now been lost due to inactivity. A Tree Warden website http://www.treewarden.org.uk was constructed but now has little or no new actions to report.	Comments noted. No trees are removed purely for the purpose of selling the timber. Consultation with stakeholders takes place regarding replacement tree planting via local neighbourhood office and Friends Groups. The rationale for the policy on the removal (or not) of tree stumps is described.
28	The Landscape Institute Scotland	Mostly. The document may require attention to how the document is presented and structured. Use of English is generally very clear. Some facts may be better presented as bullet points instead of textual lists, esp. in the section on Valuation with i-Tree. If possible, please add hyperlinks to all referenced reports or projects, especially for all CEC documents and Planning Guidance documents e.g. (Trees and Development).	Comments Noted. Links have been added where possible.
29		A minor reference to a BS number identified. BS 5837:2012 is only briefly mentioned by its number. This is an important document and should be given it's full title and where to obtain it. "BS 5837:2012 Trees in relation to design, demolition and construction"	Corrections will be made. The full title of British Standards have now been added throughout.
30		Mostly. There is much emphasis on the ecological and climate change value of trees. More emphasis needs to be made of the financial value of trees in both proposed and existing developments.	Comment Noted. Review of planning policies is not within the scope of this document.
31		Possibly more needs to be mentioned about risks, or at least explaining, for example, subsidence and trees.	Guidance on subsidence within Edinburgh will be included.
32		list The Landscape Institute and The Arboricultural Association as professional organizations that provide impartial advice and guidance for the design, planning, planting and management of trees and woodlands; especially for private home owners and developers. Overall, it is considered that the document may need re-structuring as it does seem to jump around topics and repeat itself at times, especially the introductory sections.	Comments noted. A section detailing the aims and scope of the document has been added. Redrafting has attempted to reduce repetition.
33		Page 5. Delete "range of other benefits" from the summary bullet point list on page 5 and add "provide visual amenity and improved character to an area leading to potentially increased property values" Page 5 Section 1.2 – this might read better if placed after all the benefits have been listed.	Comments Noted.
34		Page 6 – paragraph 2 refers to CAVAT acronym before it is defined in paragraph 3. CAVAT is again discussed later, perhaps it might be better not to refer to valuation so early in the document?	Correction will be made. Comment Noted.
35		Page 9 – Problems posed by trees should not be in the "Benefits of Trees" section. Perhaps have a sub-section for this topic.	It is considered that problems posed by trees are comprehensively dealt with in the Policy section.
36		Section 2.3 The Valuation of Trees – please add references to the systems mentioned (Helliwell, CAVAT, i-Tree)	A glossary has been added.
37		Section 2.4 i-Tree Eco Valuation – last paragraph p12 – can these species list be presented as a bullet point list?	Comment Noted.
38		Page 13 – talks about the CO2 sequestration values of trees. Please can you put this into some sort of context? This is nearly covered in paragraphs 5 and 6 on page 13 but the figures used could be put into a more easily understood context: For example – "The carbon stored in the trees of Edinburgh is equivalent to the annual emissions of 20,801 people, whilst the net carbon sequestered is equivalent to the annual emissions of 674 people" What does this mean? Is carbon sequestration different to carbon storage? If Edinburgh's trees sequester the equivalent of 135million kilometres of car usage, do we know how many million kilometres of car travel is actually driven? Are we in "credit" ? Do we sequester more CO2 than we produce by driving cars (or even that generated by just Lothian Buses?) This direct comparison may provide the reader with a more readily understandable way to identify the real value of trees. P13 paragraph 5 – this seems overly technical and complicated to follow. Where is the 'low', 'central' and 'high' scenarios introduced and explained? – the traded values in £ - which I assume reflects the "Importance Value" – how is this actually realized through carbon-trading scheme(s) ?	Comment Noted. The i-tree study was carried out by Forest Research, its findings are reported in the document.
39		Generally, there is an opportunity in this document to state more about the increased property values as well as CO2 sequestration and biodiversity. The positive impact of broadleaved woodland on property prices is well known, with increases in property values ranging from 5 – 18%. The larger the trees are then the greater their proportional value.	It is felt that the benefits of trees have been well described in the document.

40		Finally, it is also possible to use the CAVAT, i-Tree methods to predict a tree's subsequent value at maturity and demonstrate how this might positively enhance a development's future resale value.	Comment Noted.
41		Table 1 – is ENV 12 missing?	Policy ENV 12 (and 11) was purposely omitted -only those FWS actions which were relevant were quoted in the action plan.
42		Page 29 bullet points - replace they with the trees? • Survey its trees • Have this done by a competent person • Take reasonable action to ensure that they are reasonably safe Page 29 "The Council manages its own trees via the City of Edinburgh Council Forestry Service in Parks & Greenspace, which utilises a specialised tree management database called Ezytreev". A suggestion – could this database be freely available online for viewing? Is there a mechanism to easily allow the general public and/or professionals to report damage to trees etc. ? If so, this should be mentioned. Page 29 should the following be above "Trees on Private Land" sub-heading as it refers to Council trees and parks? Information on the Council's management of trees and woodland can be found on the Council Website at the following location: http://www.edinburgh.gov.uk/info/495/parks_gardens_and_open_ spaces/767/trees_and_woodlands	The Council is investigating the feasibility of making the tree data held within Ezytreev publicly available via the Council website. Comments Noted.
43		Page 32. BS5837 should read BS5837:2012 Page 32. Policy 6: The Council will consider applications from private owners to alleviate amenity reduction or nuisance problems on the basis that they will fund the works… Suggest change to "the private owner will fund the works"	Correction has been made. The intention of this policy is considered to be clear.
44		Page 33. BS3998:1998 is now BS3998:2010	Correction will be made.
45		Page 40. 8.8 Telephone Wires. Why is this? If the tree is on council land then shouldn't the council be taking more responsibility for something like this? The poor consumer / house holder will be sent in circles with this policy, with the telephone service provider saying that it is the councils problem as it is their tree etc. Even if the tree is privately owned the council should still be taking an active interest as there may be a TPO on the tree or the tree may be in a conservation area. If the council are seen not to assist - or simply to advise - in these type of issues and homeowners take action into there own hands then this would potentially result in unlawful lopping and reinforce the incorrect publicly held perception that trees generally are not valued.	The section on Telephone Wires has been clarified.
46		Page 41. 8.13 refers to "arborist" – is the preferred term now arboriculturist ?	Arborist (a person who carries out tree work) and Arboriculturalist (a person engaged in the management of trees) are both commonly used terms within the industry.
47		Page 42. 9.0 Dangerous trees and tree-related emergencies. "The Council operates an emergency call-out system in the event of dangerous streets" change to "dangerous trees" 28. Page 42 – the list that identifies typical situations where a tree requires immediate attention is very useful and should be placed on the Council website within the Trees and Forestry pages under "Services A-Z" http://www.edinburgh.gov.uk/a_to_z/service/940551/ also add an entry "Dangerous Trees".	Correction will be made. Comment Noted.
48		Page 45 – Please provide hyperlink to the Dutch Elm Disease report. Page 45. Policy 40. What happens if private land owners fail to undertake the recommended sanitation action for felling diseased trees? What steps will the council take to ensure that the disease will not spread further because of untreated privately owned trees?	Comments Noted. Links will be added where possible?
49		Page 46. Paragraph 3 talking about Heritage or Veteran Trees. "Trees can be made safe…" change to "If required, veteran trees can be made safe…" ? Also, does this apply to privately owned trees? Will the council work on privately owned trees? Please clarify.	Correction will be made. This document is a policy on the care of council owned trees.
50	Garden History Society in Scotland	The central problem with the document is that its purpose/objectives are not made clear at the beginning. The paper would benefit from an introductory section that explains: ☐ Why it has been written ☐ What it aims to achieve ☐ What force the policies will have in respect of determining applications for tree works and ☐ How the all important aspect of woodland and tree management fits into what appears to be an overarching policy that tree work will not be permitted unless a tree is dangerous	The scope of the document will be revised clearly setting out the purpose and objectives.
51		The GHSS has not identified factual errors in respect of gardens and designed landscapes, but is doubtful whether their importance has been recognised in the consultation document.	Comment Noted.
52		Without a clear statement of its purpose/objectives it is difficult to judge whether the approach is right or wrong. Our immediate observations are: ☐ There is very little emphasis given in the document to the importance of trees to the character of Edinburgh. ☐ It is unclear what the i Tree Eco Valuation is, why it was developed, what relevance it has to Edinburgh and why CEC chose this method of measurement; yet it appears to underpin the policies in section 4. This type of 'science' is challengeable and undermines the important argument that trees are an important part of the character of Edinburgh. ☐ Much of section 2 is far too detailed for inclusion in the main body of a report. The detailed description of methodology, for example, interrupts the narrative and would be better as back up information in an appendix.	A preface setting out the objectives and scope has been added. Comments Noted.
53		The value and potential hazard presented by trees is set out clearly. However, what is missing from the discussion is the importance of trees within the Edinburgh streetscape, parks, gardens and open spaces. Also missing is reference to the long term management of individual trees and woodlands where removal and clearance cannot be left until trees are dying or diseased.	The Long term management of trees is set out in the context of available resources and the Health & Safety approach to management. Comments Noted.
54		The policies are generally clearly described and easily understood.	Comment Noted.
55		The policies are reasonable in so far as they go.	Comment Noted.
56		The primary interests of the GHSS are designed landscapes and gardens, in this context we request that CEC consider and include the issues around the historic parks, squares, gardens and policy woodlands of Edinburgh where trees have been used to frame views, define boundaries and add colour and form to open spaces.	A preface setting out the objectives and scope has been added. Comments Noted.
57		The GHSS is of the opinion that a policy is required to cover trees within the historical environment where the 'value' is subordinate to the historical design with particular reference to views. In other words there should be a policy that permits the removal of trees that have been carelessly sited (for whatever reasons, often long ago) for reasons other than health and safety from within historic parks, squares and gardens. A case in point would be views to Edinburgh Castle from the New Town Gardens. The GHSS would welcome the opportunity to assist with framing such a policy.	It is considered that there is sufficient flexibility within current policies to allow this, should in become a sufficiently high priority to take precedence over safety and disease control work.

58		The GHSS draws your attention to the fact that many of the former estate woodlands that frame Edinburgh's parks and gardens and contribute to the skyline are aging and in need of careful management. Clearance to create zones for replanting cannot be governed by health and safety actions alone and a more substantial approach to clearance is required to establish woodland with a healthy age structure. A policy is therefore required that governs the management of woodlands and makes clear that zones will be cleared, replanted and managed in the interest of woodland species and age diversity. The GHSS would welcome the opportunity to assist with framing such a policy.	The management of trees takes place in the context of limited resources and a balanced approach as set out in "Common Sense Risk management of Trees.". Comments Noted.
59	Individual	Although the majority of the document is clear what is not clear is where responsibility lies for trees which are privately owned but which are either subject to a TPO or are within a conservation area. The consultation document does not give any clear guidance as to who is responsible for the costs associated with those issues. For example we have had to spend significant amounts of money on having the patio jet washed and sealed this year due to the honeydew, and had to clean the garden furniture on a daily basis before being able to use it.	A preface setting out the objectives and scope has been added. Comments Noted. Liability for trees generally lies with the land owner where the tree is located.
60	The Grange Association	The following points are noted as relevant to the residents of The Grange • It is important to increase the number of street trees • Older and larger trees in the City are currently under-valued and should not be removed.	Comment Noted. Trees are only removed if absolutely necessary.
61		Overall the Grange Association (GA) warmly welcomes this consultation as we share the values expressed in the document.	Comment Noted. The support of the Grange Association is welcomed.
62		P6 • Conservation area and inventory listed gardens are designated in the 'sensitive' category p17. This means that the Council will 'reinforce key assets and succession planting for feature trees.' We would like to recommend that the Council distils this information and produces a shorter, user friendly, advisory leaflet to inform householders of their rights and obligations.	A summary document will be produced.
63		We are aware that the Council has to prioritise its workload. However we are concerned about delays in response to applications to the Arboriculturalist beyond the 6 week standard for planned tree work. We know of cases where trees have been lost. So although we realise that the intentions of the Council are to meet standards and preserve the tree-scape, we recognise that there must be sufficient staff to enable the Council to deliver on the conservation values expressed so clearly in this document.	It is anticipated that response times will be improved and work prioritisation clarified by the adoption of the policies.
64		In summary, the policies are good and we agree with their intent. We would like to support the Council in any way we can in implementing the policies.	Comment Noted.
65	Individual	With regard to the trees leading to Corstorphine Hill Cemetery. I would like to know how the new rules contained within the "City's Tree Policy" are going to affect the problem we are having trying to get the trees bordering our property made safer.	Trees leading to Corstorphine Cemetery are inspected and if work is required will be added to the Forestry Service work schedule as per the described priorities.
66	Individual	I am a Trinity resident and am very dissatisfied at the, "no care" policy of looking after these healthy trees!! I have been told we have a half a million pound maintenance to look after the cycle path. Yes, we promote the cyclists, but what about supporting the local residents. These trees used to be maintained by the railway company when the railway line was their. These trees are healthy that I won't disagree with, but they are huge forest trees whose branches over grow into mine and my neighbours gardens. We are lacking from natural daylight as it is without competing with the trees!!! Very very disappointed Trinity resident	The Council has to prioritise the use of its resources and the rational for this has been set out. Common Law rights are also set out. Discussions with Transportation and others will be held to investigate whether funds from the cycling would be available for maintenance.
67	Individual	Apart from blocking out views and light, they are becoming dangerous and I fear they could be blown down causing unthinkable damage to houses, if not killing someone. I would very much appreciate if something could be done about these trees. Chopping them all down for example, and planting new tiny trees which will never grow to the height if these enormous trees there now.	Healthy trees will generally not be removed for light or views as set out in policies 24 & 35. If trees are suspected of being unsafe please contact the Forestry Service who will carry out a safety inspection.
68	Individual	I have read your very comprehensive document on trees in the city and have only one small (probably pedantic) comment which I feel that you should look at and adjust. The total number of trees in the city is 100%. On P13 paragraph 2 of the document it states: Surveyors also noted the condition of each tree assessed. Overall, 71% of Edinburgh's trees were assessed as being in an 'excellent' condition, with 24% in either 'good' or 'fair' condition, and 15% being in 'critical', 'dying' or 'dead' condition. This adds to 110% which is not possible	Correction has been made.
69	New Town and Broughton Community Council	(a) The document is admirably lucid and appears to strike a good balance between the value placed on trees and the risks and problems they may present.	Comment Noted.
70		(b) Re Paragraph 3.3: this states that in granting consent to a development "replacement planting [of trees protected by TPO's or worthy of retention] is required to offset loss to amenity." We would urge adding "subject to any tree valuation model which may have been adopted." (See (c) below).	This is an extract from current planning policy framework guidance. Review of Planning policies is not in scope for this document.
71		(c) Re paragraph 5.1.4: In this Medium Priority is given to "the adoption of a tree valuation model to be applied as a policy to aid decision making around tree removals." We believe that no development should disadvantage a community in the long term and the replacement of trees which a development has necessitated should be on a truly like for like basis. As pointed out in Paragraph 1.2, to provide parity a felled 40 year old tree should be replaced at a ratio of 40:1. In practice this level of replacement rarely if ever takes place and as a result developers are in pocket and communities unfairly short changed. Since the economy currently appears to be picking up with implications for increased development activity we believe it would be more appropriate to give the adoption of a tree valuation model High Priority.	This is an extract from current planning policy framework guidance. Review of Planning policies is not in scope for this document.
72		(d) Re Paragraph 5.2.1: In this we are pleased to see High Priority accorded to "the provision of better information through the web on tree operations and policies that concern trees." To "through the web" we would urge adding " and in widely distributed leaflet form regarding policies governing conservation areas." We are conscious of a high level of ignorance in this respect within the general public and would like to see this information as readily available and in as many forms as possible.	This is an extract from current planning policy framework guidance. Review of Planning policies is not in scope for this document.
73	Individual	Having looked through the above draft proposal It did not appear to have made any provision for the introduction of the new high hedge laws. It is my understanding that this new law will be applicable after April 2014. Surely it would make sense to include the management of trees that form high hedges within the tree management section.	A report on the implications of the High Hedges Act will be brought forward in due course.

74	Edinburgh Airport	We welcome the promotion of tree planting within the City of Edinburgh Council area, this will enhance the environment in and around Edinburgh. We do however seek reference to aerodrome safeguarding to highlight the potential impacts that some trees may have upon the safe operation of the airport. The City of Edinburgh Council are required to consult Edinburgh Airport on planning applications within their local authority boundary that may attract birds within 13 kilometres of the airport. The text within the development plan and supplementary planning guidance includes reference to this requirement. To ensure continuity and to assist in informing parties undertaking planting that is not associated with a planning application the Trees in the City document should also refer to aerodrome safeguarding and in particular Safeguarding of Aerodromes Advice Note 3: Potential Bird Hazards from Amenity Landscaping and Building Design, copy enclosed. Other similar advice is also available at http://www.aoa.org.uk/operations-safety/.	Comments noted. It is understood that consultation on such planning applications is currently made as a matter of course.
75	Individual	Thoughts on 7.6 and 7.7 City draft plan. Whilst I recognise trees on privately owned land should be maintained by the land owners, there are no considerations for the elderly and those who are in a situation of poverty who are expected to maintain their trees. Maybe there is provision in councils for assistance with this. However do not let Edinburgh City Council: ignore the fact that some are unable to maintain their trees, instruct the tree surgeons to drive past a sole tree in their cherry picker or spend stupid amounts of money and time chasing and taking legal action on those struggling in the first place. Assistance or at least recognition should be made for those who are unable to maintain their trees.	The Council currently is unable to assist private owners with liability issues relating to their own trees.
76	Grange / Prestonfield Community Council	GPCC strongly supports in principle the aims of the Action Plan and so these comments are not by way of criticism but are intended to strengthen its aims. Although directed at the management of City of Edinburgh Council (CEC) trees and woodlands the content of the document has a greater reach and we think the statements in Sections 1 & 2 on the benefits and status of trees in the city are particularly useful. GPCC would support any broadening of the content of these Sections you may consider appropriate in order to reach a wider audience. In Section 3 Strategic Context, the useful statements on tree work may need updating to take account of recent changes in notification which is now included in a separate section in weekly planning lists and the finalisation of the Edinburgh Design Guidance means that some content of the earlier supplementary guidelines is now in the new Guidance.	Comments Noted. The support of the Grange & Prestonfield Community Council is welcomed.
77		In relation to development, we would like to see the Forestry Service having a much greater influence in the assessment of planning applications by case officers. We think there may be too-ready an acceptance that a tree needs to be removed because it is "too large" or "diseased" and we think that Section 1.2 of "Trees in the City" supports this view. We would like to know how the Forestry Service could have a greater impact on the Planning Service and in strengthening planning guidance, thereby helping to reduce the loss of valuable trees.	The Council's Forestry Service has responsibility for the management of Council owned trees. The Forestry Service is a consultee on planning applications which affect Council Owned trees and as such will provide comment in line with the policies and good practice.
78		To what extent does the Forestry Service have a comprehensive database on the trees in its care and is it the intention to expand this?	The Council's Forestry Service has records for 55,000 individual trees under its management. The feasibility of making this information accessible to the public is being investigated.
79		In Section 4 on the Draft Tree Management Policies we think some of the supporting information such as that on legal obligations and common law rights are useful summaries of the current position and would benefit perhaps from being given greater emphasis in a separate section of the document.	The Common Law section of the policy to include tree roots has been updated .
80		Likewise we suggest that what to do when a tree becomes dangerous or there is an emergency affecting a tree could be given special emphasis in the document rather than just related to a Policy.	Guidance on the Councils out of hours emergency tree service is contained within the document.
81		Many of the tree management issues set out in the document understandably relate to the more common situations such as parkland and highways. However in the GPCC area we have other locations where there are tree management concerns:- Nature Strips – originally unfeued land adjacent to some roads in the Craigmillar Park area originally planted as ornamental gardens, for which CEC assumed responsibility some time ago. Limited resources has led to inadequate maintenance and what to do has become somewhat contentious. Newington Cemetery – we are aware that the Forestry Service carries out tree maintenance as required in this CEC owned cemetery compulsorily purchased some time ago. However we have for some time taken an interest in this valuable "green lung" in an urban setting and within the limitations imposed by it being a cemetery and with a requirement to maintain an emphasis on bio-diversity we would like to see a more pro-active approach and the better provision of information. In both of these locations GPCC and the Craigmillar Park Association are willing to work with the Forestry Service and the other responsible CEC Services to see what can be done to try to improve matters and hopefully we can look forward to a useful collaboration.	Comments Noted. The Council would be pleased to have discussions with GPCC on detailed aspects of the management of the Council trees.
82		We note that the Forestry Service will continue to offer its advice when requested. There are many public bodies in Edinburgh responsible for trees and woodlands, not just CEC, which do not necessarily have the know-how or the public engagement experience of the Forestry Service. We would like see this valuable expertise used to greater benefit and ask that in the consideration of this Action Plan some thought be given as to how this could be given greater publicity and use.	Comments noted
83	Scottish Wildlife Trust	The Scottish Wildlife Trust fully supports the policy proposal to increase the number of street trees- as outlined in policy 38 . Street trees are not only an attractive feature which benefit people and wildlife but they also perform vital ecosystem services such as capturing carbon, slowing surface water movement, improving air quality and attenuating the urban heat island effect. We would very much hope this policy is adopted by the City of Edinburgh Council and we see it as an exemplar project for the Edinburgh Living Landscapes initiative -which is a partnership between Scottish Wildlife Trust and Edinburgh City Council.	Comments Noted.
84	Individual	As a citizen, I have felt for years that some of our streets could so benefit environmentally and aesthetically from street planting, Leith Walk being an example. I hope we shall see many trees planted by the Council in the City streets in the future and encouragement given to other groups to do so too.	Comment Noted.
85	Individual	Instead of cutting down trees every year to make our public Xmas Trees, why not either plant one that can stay permanently in that spot or use trees that are already in place? This happened in Bruntsfield Place several years ago, to great success.	Comment Noted, to be passed to the appropriate section dealing with Christmas decorations.
86	Individual	I wanted to write and express my view regarding trees in the city. I am very much in favour of more trees being planted in areas that are clearly crying out for the benefit of trees. George street would be a magnificent street if the paring was restricted down the centre and trees were planted to create a long avenue of shade and green. Princes Street would also benefit from strategically planted trees along the shop side of the road, providing shade and an aesthetic improvement to the look of the street. I do feel that we can not have enough greenery in our city and would be satisfied to see a large planting of trees throughout the city over the next few years	Comment Noted.

87	Individual	I also notice the amount of work that is carried out below the ground in what had always been green grass areas. This is particularly worrying where the trees, many of which are now large and ageing, as there is often damage to the roots below ground.	Tree Protection in relation to development will be included.
88	Individual	Where I am they are hanging over the garden and also join on top across the street making it very dark.	Comment Noted.
89	Individual	I have no specific comments on the document.	Comment Noted.
90	Individual	Therefore, my comment and request today is to ask for the TPO orders to be more flexible with regard to large mature woodland trees growing inappropriately in small sub-urban gardens.	TPO's are part of planning legislation and are not within scope for review in this document. Amendments have been made to clarify this issue.
91	Woodland Trust Scotland	Yes, Woodland Trust Scotland would commend the Council on their work with this document. In the following response there are a number of additional actions (mainly around the maintenance of existing and especially newly planted trees) which we would recommend that you consider adopting also.	The support of Woodland Trust Scotland is welcomed. Comment Noted.
92		SECTION THREE - Strategy GENERAL - The Tree Protection Charter is referred to a number of times, but no link provided to help people find it.	Link to Tree Protection Charter will be included in text.
93		Page 15 - Although this report explains that the Millennium Woodlands are mostly still present, but it would be good to focus replacement planting on those which have not survived, such as Cairntows Park. This could be done on an ad-hoc basis, but it would be better to have a strategic plan to ensure that the legacy of this recent project is not lost. Obviously this whole action plan should protect trees and woodland, but should there be any additional protection or attention for the remaining Millennium sites, such as Curriemuir End?	Millennium Woods are protected by similar legislation to other woodlands. The Council as landowner occasionally has to balance competing land uses which has resulted in some losses of Millennium woodland.
94		Page 15 - Woodland Trust Scotland would warmly welcome a re-energising of the Tree Warden scheme, and would be happy to work with the Council to promote this amongst our members and volunteers across Edinburgh.	We welcome the Woodland Trust's support.
95		Page 16 - We are sorry to say that the Forestry Commission's "Woods In and Around Towns" programme may be mainstreamed by the Scottish Government's new Scottish Rural Development Programme (SRDP) funding model which was consulted on over this Summer. This loss of ring-fencing would naturally put specific woodland projects - especially in urban areas - at risk of losing out to bigger more rural schemes. Any expressions of support that Edinburgh Council could give this programme towards the Government or Forestry Commission would be greatly appreciated.	Comment Noted.
96		Page 17-19: Opportunities (Woodland expansion, and the creation of new green networks) are vital and we welcome the Council's direction of travel on these, but without any spatial mapping to show existing woodland within this document - or perhaps direct links to the Greenspace Audit's work in the area - it's difficult to illustrate the local situation.	Mapping of existing woodland areas will be published in due course.
97		SECTION 4 - Tree Management Page 45 - 10.2 - Maintenance of newly planted trees Woodland Trust Scotland are keenly aware that one of the most significant factors in the failure of newly trees to survive is poor management, especially in the case where the surrounding grass is cut too close to the tree and mowers bash or strim off the lower bark of the tree. Your policy of 1m diameter of mulch around each tree should help this, but ultimately the best solution to this would be better training for staff engaged in mowing (who may be seasonal)	Tree guards are left on newly planted trees for as long as possible to prevent damage caused during grass cutting operations.
98		We believe that Woodlands should have at least twenty cubic metres of deadwood per hectare to aid biodiversity, which should perhaps be included as one of your policies for existing management. Deadwood should be left intact and not chipped when possible. If chipped it should be used as a mulch on-site to protect establishing trees – thus it only smothers ground flora that you want it to suppress and not valuable habitat.	Policy 10 has been amended accordingly.
99		Also, for new trees, a better specification for tree establishment would be to have low stakes and a wider area fenced off around the tree as an alternative to the three high stakes and high weld mesh that is currently used.	The City of Edinburgh Council has a sucessful tree planting specification which has proven to provide the best solution for tree establishment within the challenging urban environment of the City.
100		SECTION 5 - Action Plan Page 51 - 1.12 - On the question of resilience and different tree species; for biodiversity we would recommend native trees wherever possible. There are a few interesting alternatives which have been introduced, but the majority of trees should be native or provide good food sources for wildlife. Who can say that any of these recently planted non-natives are going to be more resilient than our native trees that have survived our climate for the last c.8000 years?	Native trees are planted mainly in woodland areas and provide the majority of the city's tree resource. Guidance on climate change advises that except in nature reserves planting of a range of species is advisable to improve resilience.
101		We are aware of the proposal to consider planting around 5000-6000 trees annually as part of a "Plant a Tree for Every Child" scheme within the City and Woodland Trust Scotland would wholeheartedly support it. We help schools and community groups plant thousands of trees every year and would be happy to help Edinburgh Council do the same.	We welcome the Woodland Trust's support.
102		We'd like to see a regular report on the Council's planting and management successes perhaps bi-annually going to the Environment Committee, this would look at plans for new tree planting, the priority list for street planting and health-checks on significant veteran and heritage trees, amongst other things. We also look forward to the consultation period on Tree Management Policies.	Reports are provided to Committee as and when required.
103	Individual	The section on trees in private properties is sparse; there clearly is not a policy regarding how the Council intends to force private householders with "out of control trees" in their properties to do something about them before they get either dangerous or too big to deal with easily.	The scope of the document will be revised clearly setting out the purpose and objectives.
104		Needs more "teeth", particularly regarding how the Council intends to make private properties control large or over-grown trees in the city.	The Council's powers in relation to privately owned trees are set out in the revised document.
105		It is clear to anyone walking around many of the residential areas of Edinburgh that there are too many large and potentially dangerous trees. Although you claim that there is a felling and replacement policy, if large trees are present in "non-public" places the Council gets "cold feet" about doing anything constructive about them, despite the fact that some of those trees may be obstructing street lights or overhanging roadways with the potential that branches may fall onto the road or vehicles on the road. If it can be seen easily that trees are overhanging roads or other facilities (street lights) in a dangerous or obstructive way then, regardless of who owns the trees and whether or not they are growing in private property, the dangerous or obstructive branches or foliage should be removed regardless of any resistance or appeals from the owners of the trees concerned.	The Council's powers in relation to privately owned trees are set out in the revised document. Council trees are subject to a pro-active inspection and works regime that provides an appropriate degree of safety.
106		As far as they go. Large trees causing obstructions, daylight or streetlight blocking or clearly dangerous (i.e. likely to lose branches or fall in inclement weather) should be dealt with as priority whether they be in public or private locations.	The document sets out the rationale for the prioritisation of works to Council owned trees.
107		The policies are too "reasonable" - if the Council is serious about getting a balance of suitable trees in the city then it needs to get tougher in dealing with large trees.	Comment Noted.
108		Not tough enough!	Comment Noted.

109		We in Edinburgh are extremely lucky in the amount of Greenspace and vegetation that we have throughout the city and nobody would suggest losing these. However, there are many large trees that are over- grown and potentially dangerous - we had this extremely well-demonstrated in 2012-13 in the times of high winds. It would seem that we can expect more gales in the future and therefore priority should be given to dealing with over-grown and potentially dangerous trees in the city. It is a fact that many such large trees are growing in private properties where owners seem to take little responsibility for ensuring that the trees are safe and of reasonable size. The Council really has got to deal with this situation; the public places are well looked after but the Council has simply got to "grasp the nettle" of large trees in private ownership.	The Council's powers in relation to privately owned trees are set out in the revised document. Council trees are subject to a pro-active inspection and works regime that provides an appropriate degree of safety.
110	Individual	Far too long winded with too much emphasis on environmental issues over actual practical concerns, it seems the council's policy is to emphasize its green credentials over the concerns of residents.	Comment Noted.
111		It would appear the Council is only prepared to deal with safety related issues rather than the concerns raised by householders. This was made abundantly clear on page 38 section 8 entitled 'Common Tree related issues'. This section listed quite clearly the complaints that have been raised about Council owned trees causing a nuisance to householders which unless a safety matter is involved there is nothing the Council is prepared to do about it.	The long term management of trees is set out in the context of available resources and the Health & Safety approach to management. Amenity issues relating to trees will be addressed when resource become available within the context of the
112		There is nothing in the document which states that the council is required to seriously consult the resident and consider their views on the planting of new trees alongside their private property. This could prevent future problems concerning views from houses and the blocking of light into gardens.	Consultation will take place with residents where trees are planted affecting domestic homes via local Neighbourhood teams or the appropriate project department.
113		As has already been stated the policies appear to only address safety and environmental issues rather than residents concerns.	The long term management of trees is set out in the context of available resources and the Health & Safety approach to management. Amenity issues relating to trees will be addressed when resource become available within the context of the
114		Obviously safety must come first but it should not be the only thing that is considered as tree related injuries are as far as i am aware incredibly rare compared to complaints about overgrown trees and light/view issues.	available resources and the Health & Safety approach to management. Amenity issues relating to trees will be addressed when resource become available within the context of the council policy's on tree management set out in this document..
115		I have no idea where the research is to suggest that 'The presence of trees encourages people to exercise' pg7.	Although not all reference are provided in the document for the sake of brevity, this work is referenced in the work "The case for Trees" published by Forestry Commission England.
116		There is no mention in this document of the 'High Hedges (Scotland) Bill' which came into force earlier this year which includes both evergreen hedges and those consisting of deciduous plants which shed their leaves. It would be interesting to know how this bill relates to the problems concerning Council owned trees.	The High Hedges bill is not yet in force. A report to Council will be made in due course.
117	Individual	The document contains no summary.	A summary document is to be produced.
118		The document is not written in plain English but is instead riddled with virtually unintelligible jargon e.g. They provide sensory stimulation, visual relief and aesthetic pleasure "Some caution should be taken when using the carbon sequestration data for predicting future value as i-Tree only provides a single estimation of net incremental value."	Comment Noted.
119		One would probably need to be an expert in the field to assess the factual accuracy of the document	Comment Noted.
120		The document is not presented in a balanced way and make no detailed reference to the broader aims of the council other than in the forestry and woodland context.	been added.
121		In the introduction the document is wholly biased towards the benefits of trees. Approximately 7/8 of section 1 is devoted to the benefits of trees and 1/8 to the problems associated with them. Despite this a large proportion of the document is devoted to the "policies" to "manage" the problems associated with trees. It appears likely that these policies will be applied by officers in a dictatorial fashion.	It is considered that the benefits of trees are adequatley dealt with in section 1 and the problems posed by trees are comprehensively dealt with in the policy section.
122		The policies should be set against broader Council objectives and should take into consideration cityscape and landscape issues, amenity and nuisance issues and ensure that the views of directly affected residents and affected owner are taken into account before individual decisions on the management of trees or wooded areas are taken	The policies set out in the document have been created to safeguard the public amenity of trees for citizens of Edinburgh. Individual tree issues are as stated dealt with on an individual basis in the context of available resource and Council policy.
123		The policies are clear and detailed.	Comment Noted.
124		Direct public consultation with directly affected residents and property owners. It is not sufficient simply to "Provide better information through the web on tree operations and policies that concern trees and woodlands"	Individual tree related enquires are responded to on an individual basis when received by the Council.
125		Before taking any decisions the Council should seek out the views of directly affected residents and property owners.	The Council seeks to consult with communities but is unable to consult on every aspect of every operational issue. Actions are proposed to achieve improvements in this area.
126		The Council should compare the effectiveness of woodland and forest areas in reducing CO2 levels with other areas in its responsibilities such as transport and land use .	Transport and land use generally is not within the scope of this document.
127		The Council should consider its policies on woodland and forest areas with reference to its policies on cityscape and landscape	Comment Noted. Internal consultation has taken place.
128	Individual	Seems to ignore hedges completely. All over Edinburgh there are problems with hedges which are too high and/or grow too far over pavements	The High Hedges bill is not yet in force. A report to Coincill will be made in due course.
129		Whole document is totally biased "trees = good: pruning/felling = bad"	Comment Noted. The rational for work prioritisation is explained in detail.

130		See previous answer regarding bias in document. I am not anti-tree but if a tree is causing pavements to break up, taking light away from houses etc it is not acceptable for residents to have to continue to put up with this.	Comments noted. These issues are covered by policy and the rationale is explained.
131		Hedges. The Council should set up a facility where residents can report hedges which are too high or overhanging the pavement. If the owners of these hedges do not cut them back, the Council should do this and bill the house owner.	The High Hedges bill is not yet in force. A report to Council will be made in due course.
132	Individual	Very long winded	Comment Noted.
133		Nobody pays any attention to issues raised by my local Councillor on my behalf regarding overhanging branches at the front and back of my property and a diseased tree on the walk way. Planning permission obviously given for removal of several trees in small housing development near by.	Common Law rights are fully explained in the document along with the rationale for work prioritisation.
134		Our property both back and front is surrounded by the Council Trees, come September we spend many hours gathering your leaves and disposing off them, last year you said we would have another brown bin delivered for said disposal WHERE IS THE BROWN BIN as we have now started to collect your leaves. Maybe you would like us to return them to your property?	This request has been passed on to the appropriate section.
135	Individual	Could be better and some of the policies bits seem repetitive.	Comment Noted.
136		Resilience to climate change is not increased by introducing more exotic species. We do not know the future of our climate and our native trees have endured changes in our climate during the past. Native species are generally going to be of much greater benefit to biodiversity so we should be using more of them.	Native trees are planted mainly in woodland areas and provide the majority of the city's tree resource. Guidance on climate change advises that except in nature reserves planting of a range of species is advisable to improve resilience.
137		There needs to be more action points to make changes to current management practices and to say how these practices will be improved. Would like to see better specifications included for individual tree planting maintenance so that grass cutters do not continue to damage and kill all of our trees.	The City of Edinburgh Council has a sucessful tree planting specification which has proven to provide the best solution for tree establishment within the challenging urban environment of the City.
138		Yes there needs to be a balance, but there also needs to be much greater thought put into planning space for nature and trees within the planning system - planting trees 2m from a new house or building is never going to work in the long-term.	Review of Planning policies is not in scope for this document. Comments have been passed on to Planning.
139		Missing policy: "The Council will not kill trees by neglect and mis-management." Missing policy: "Woodlands should have at least twenty cubic metres of deadwood per hectare for biodiversity". Missing policy: "management of LBS sites should prioritise biodiversity as an objective". Missing in the work plan and priorities : There is NO training for people who are employed seasonally to cut grass so that they do not damage trees.	Policy 10 has been amended accordingly.
140		No maps of existing woodland or where a new woodland could be sited. Similar issue for linkages between woods.	Mapping of existing woodland areas will be published in due course.
141		The Millennium Woodlands – document says most are still present, but no all are and many have lost bits over time without any replacement planting. What protection is there for remaining sites, e.g. Curriemuir End; and what plans to replant lost bits of woodlands e.g. Cairntows Park.	Millennium Woods are protected by similar legislation to other woodlands. The Council as landowner occasionally has to balance competing land uses which has resulted in some losses of Millennium woodland.
142		A better specification for tree establishment would be to have low stakes and a wider area fenced off around the tree as alternative to the three high stakes and high weld mesh that is currently used.	The City of Edinburgh Council has a sucessful tree planting specification which has proven to provide the best solution for tree establishment within the challenging urban environment of the City.
143		Resilience? For biodiversity we want native trees where possible. The majority of trees should be native or provide good food sources for wildlife. Who can say that any of these recently planted non-natives are going to be more resilient than our native trees that have survived our climate for the last c.8000 years?	Native trees are planted mainly in woodland areas and provide the majority of the city's tree resource. Guidance on climate change advises that except in nature reserves planting of a range of species is advisable to improve resilience.
144		Number one priority is to stop the killing of trees by grass cutters. Staff should be trained. Wildflower mixes that do not need cutting should be used under trees.	Tree guards are left on newly planted trees for as long as possible to protect them during grass cutting operations. Any trees damaged during cutting are reported so that this issue can
145	Individual	Easy to read and follow. Well laid out.	Comment Noted.
146		Section 8.3 - right to light - I don't think this is strictly correct. I do think people should and do have the right to some degree of light in their property. When it is overshadowed by neighbouring trees there should be a more detailed approach on how decisions can be agreed.	It s belived that the position in relation to right to light in relation to trees has been accurately reported.
147		Almost - Health and Safety generally should be given a much higher priority than your document covers	The rationale and policy regarding tree safety reflect the current national guidance "Common Sense Risk Management of Trees"
148		Given some of my previous comments I feel the document very much understates the risks that managed/unmanaged trees present. It makes no mention, for example, of the dangers of subsidence caused by tree roots, and how these can be prevented/managed.	Clarification on subsidence in Edinburgh has been included.
149		Despite some disagreement about the facts omitted, I do think the document is extremely well presented with the policies that are included well written.	Comment Noted.
150		In the main, yes, they are reasonable but very much weighted towards what the council won't do rather than will!! This is the main reason I didn't say "yes" to this question!!	Comment Noted.
151	Individual	As I said previously, I'd like to see more procedures written on what the council will do when presented by someone with a "right to light" question. I'd also like due cognisance given to trees that are over large and have huge tree roots, particularly within the vicinity of buildings. A detailed appeals process here would be helpful.	Right to light is addressed in policy 26. Trees that are high are addressed in policy 24.Appeals can be raised with an elected member or an official or through the Council's complaints process.

152		The actions very much state what the Council won't do rather than what it will. They omit several areas I've covered already - right to light, tree root damage and subsidence being three, for example.	Comments Noted.
153		I am certainly not against trees and very much agree with the bulk of your supporting statements in the early part of the document. I'd like more detail on how residents can appeal decisions and what the Council will do.	Appeals can be raised with an elected member or an official or through the Council's complaints process.
154		I certainly feel the matter of Health and Safety, of trees and the surrounding infrastructure, needs a much higher priority with much more detail.	The rationale and policy regarding tree safety reflect the current national guidance "Common Sense Risk Management of Trees"
155		Yes, I'd like to see a section on the removal of a tree if the roots are in danger of causing damage/subsidence to nearby buildings. I'd like it clarified that any such fees caused by this removal will be met by the owner on whose land the tree resides.	Clarification on subsidence in Edinburgh has been included. The common law section of the policy has been amended to include tree roots.
156		I'd like to thank the Council for preparing this document and clarifying a number of matters. I may have disagreements with certain facts and omissions but on the whole it's a well prepared report.	Comment Noted.
157	Lothian & Borders Badger Group	Very clearly set out and expressed but tables in Landscape format are hard to read unless printed out.	Comment Noted.
158		On the whole but Policy 10. 1) In woodlands e.g. Corstorphine Hill chipping is unnecessary and harmful to biodiversity. To several species of bird -e.g. woodpeckers and animals -badgers- the invertebrates in decaying logs are an extremely important food resource. The removal of almost all logs and the chipping of the remaining wood in the current management plan is resulting in a noticeable decline in this feeding resource. 2) Wherever possible suitable trees should be cut to leave a very tall stumps for the benefit of hole nesting birds and, again, as a invertebrate breeding post.	Policy 10 has been amended accordingly.
159		Himalayan Balsam, an invasive species, was introduced to Corstophine hill by forestry vehicles during the first year of the implementation of the Management Plan (the first H B plants were seen at the place used for storing logs prior to their removal.) A policy is required to ensure contractors' vehicles do not introduce such species or diseases by holding contractors liable for 3 years after they have worked on CEC land. They should be responsible for removing invasive species that can be attributed to their lack of bio security.	Comment Noted. A specific policy on invasive species introduction is not within scope of this document. Invasive species continue to be a matter of concern and covered in Edinburgh's Biodiversity Action Plan (EBAP), and in site-specific management plans.
160	Individual	It is clear that it is a policy to do relatively little except plant more trees and explain why no action will be taken over problem trees.	Comment Noted.
161		It is extreme in its view of trees. One paragraph on the negative side and spurious claims on exercise, cancer and recovery on the positive. Even wood by-product from felling of trees is a positive but felling trees is also a negative because it takes time to replant. Can you have it both ways?	Comments noted. The document seeks to achieve a balance between risks and benefits.
162		There is no balance	Comment Noted.
163		Dealing with unsafe trees on private land affecting private houses.	The scope of the document will be revised clearly setting out the purpose and objectives.
164		I believe that it should start at both ends of the issue. That way you halve the challenge	Comment Noted.
165		The preamble is excessive. The policy should be able to stand alone	Comment Noted.
166	Individual	A large number of city trees are being strangled by ivy. Perhaps some effort could be made to address this issue.	Clarification on Ivy will be included.
167	Individual	I am delighted that the benefit of trees in absorbing pollution and screening is fully recognised in this document. Too many people are more concerned with the negative aspects when trees abut their property such as limiting light and forget about the very real benefits for all the community.	Comment Noted.
168		I am particularly delighted that the value of older trees and the benefits of creating corridors of nature within our city. It is a delight that the former inner city rail lines are lined with beautiful old trees.	Comment Noted.
169	Individual	There are too many spelling errors!	Corrections will be made.
170		Hedges, shrubs and trees restricting width or height of pavements.	This is a tree management policy document only and is not applicable to shrubs or hedges. Encroachment of trees is covered in Policies 15 - 18
171		Trees' should include shrubs and hedges	This is a tree management policy document only and is not applicable to shrubs or hedges.
172		I think that removal of trees should be less difficult to achieve.	Permission for removal of trees is covered by statutory law.
173	Trustees of Newhaven Park	A policy concerning the statutory obligation of the Council to the maintenance of trees, and potential legal liability to the Council of branches falling off trees, located in parks where children of Council run schools use the parks for games and outdoor activities as part of the schools teaching programmes and activities.	The statutory obligation of the council is included within this document.
174		Priorities should be given to trees where there is a potential safety risk, and a potential legal liability to the Council, of parks and trees which are in a condition where they could be of potential damage to a child or children playing in a park, or taking school outdoor activities or sports in a Council maintained park, or a member of the public.	The rationale and policy regarding tree safety reflect the current national guidance "Common Sense Risk Management of Trees"
175		Prioritisation of tree maintenance mentioned in 11 above.	Comment Noted.
176	Individual	concise, informative and well laid out	Comment Noted.
177		a before; the required information is well presented.	Comment Noted.
178		there should be no dubiety regarding the Councils attitude and intentions now.	Comment Noted.
179		the 'problems' of trees is often the focus. the 'value' of trees is often unconsidered or inaccurately presented - in my opinion.	Comment Noted.
180	Friends of Braidburn Valley Park	1) In the introduction (section 1.1) 'providing shelter in winter' would be better expressed as diffusing or breaking up strong winds	Comment noted.

181		2) In section 1.2 references for CAVAT and in section 1.3 references on the research into the benefits of trees should be cited.	Reference to be included.
182		3) The footer on page 6 has references but it is not clear what these refer to.	These form part of section 1.3 The Benefits of Trees.
183		4) Page 7 - Tempering the effects of severe weather no mention is made of the beneficial effect of trees in winter in protecting buildings from enhanced cooling by wind	Comment Noted.
184		5) p11 - The Helliwell and i-Tree-Eco methods. A reference for these would be useful	Reference to be included.
185		6) p14 - When discussing risks of potential pests and diseases no mention of Chalara is made	Comment Noted.
186		7) p35 section 7.2. Please include details somewhere in the document on the criteria and method used to assess tree value.	Reference to be included.
187		8) 7.8 ' ..overgrown trees and untidy areas can encourage criminal activity' Comments like this should not be made without evidence which should be cited.	Comment Noted. It is accepted that unmanaged urban environments including tree covered areas are more likely to attract antisocial behaviour.
188		1) 1.1 Trees store Carbon not C02	Comment Noted.
189		2) p22. The term TPO is used but not explained until p24	Comment Noted. A glossary will be included.
190		3) p31. There is a reference to section 6.7 but this does not exist	Correction will be made. Comment Noted.
191		I would like to see more emphasis on the value of trees. Although they obviously present problems and risks in some circumstances, trees are now often seen as disposable and replaceable assets. The City of Edinburgh council should have policies in place to discourage this approach to trees in the city.	This document sets out the Councils approach to managing and enhancing the city's tree resource.
192		p22. Details of the policies relating to trees in the existing Edinburgh City Local plan and the Rural West Edinburgh Local plan are detailed but it is not clear if these will be transferred across to the new Edinburgh Local Development plan. This needs to be clarified.	The scope of the document will be revised clearly setting out the purpose and objectives. Review of Planning policies is not within the scope of this document.
193		p34. Policy 9. Please clarify if this also applies to contractors working on council owned or managed land.	Clarification included.
194		p49. Policy 38. This need to be quantified to be meaningful and measurable.	Detailed targets will be established in due course.
195		I would like to see stronger policies around Trees and Development (p23). The existing wording appears very weak. Developments - especially large scale ones - provide excellent opportunities to increase tree cover in public areas but this will not happen unless the council insists on this as part of the planning process and can advise on suitable planting regimes.	The scope of the document will be revised clearly setting out the purpose and objectives.
196		Section 10. Tree planting. I would suggest that a community initiative is launched to suggest sites for new tree planting. This would help to broaden planting from Parks etc. and give communities ownership of the tree planting initiatives thus hopefully reducing vandalism to newly planted trees. Input from locals on types and sizes of trees is important to good relations between the council and communities	Tree planting design work is currently carried out by the Council's Forestry Service in consultation with Neighbourhood offices and friends groups. The proposed "tree for Every Child" will present opportunities for wider community engagement.
197		A commitment to replace street trees that have been removed in the last few years due to development or tram works.	A programme of tree replacement in relation to the Tram construction work has already been agreed and forms part of the Tram Project.
198		Section 10. Tree planting The document details some good practice but in reality this is not always followed. In Braidburn Valley Park we have been fortunate to have had a significant number of specimen trees (extra heavy standards) planted over the last few years. Unfortunately a significant proportion have failed or are in poor health. I am sure this is partly due to extreme weather (very wet summers followed by a exceptionally dry summer) and although watering pipes were installed these were not utilised in the very dry weather.	Comment Noted.
199		(section 10.2) I am also concerned at the practice of not removing the burlap from the root balls when planting trees. I am aware there are differing view on this but the generally accepted view appears to be that this material should be removed from the top and sides of the root ball. This material will impede root penetration into the surrounding soil and thus delay establishment of the trees. I suspect this is why several of the trees in Braidburn Valley Park have failed this summer in the dry conditions.	The planting of trees is carried out according to the nursery recommendations and applicable British Standards where appropriate.
200	Trinity Community Council	But is it very long-winded and at 54 pages not easy to extract the salient points. A shorter, more focussed version would be helpful.	Comment Noted.
201	Individual	Standing dead wood should be retained where possible to do so, due its high value for biodiversity. Leaves should not be routinely removed from shrub borders etc as they compost naturally in situ providing a good mulch and habitat for biodiversity.	Policy 10 has been amended accordingly.
202		But there are too many of them and many are simply a statement of the obvious.	Comment Noted.
203		Yes, the policies are reasonable in themselves but there is a real danger that this document will simply lie in a drawer. The real issue is enforcement of the policies. It is clear to TCC that in many instances developers and others simply ignore tree policies and there are insufficient CEC officials to keep an eye on what is happening. Too often trees are irreparably damaged by developers and by the time it comes to the attention of officials it is too late. For example, a number of trees have been damaged by the sheer carelessness or worse of the developers at St Columba's Hospice site in Boswall Road.	The scope of the document will be revised clearly setting out the purpose and objectives.
204		But a number of them are very vague. More specific targets are required.	Comment Noted.
205	Individual	Policy 7 is not realistic. Currently the standard is to tell customers an inspection will take place between 8-10 weeks which can still be difficult to meet with current resources and workloads. Why now suddenly is there a 10 day deadline? It seems that the service is being set up to fail, and will most likely lead to many disgruntled customers and a series of complaints.	Policy 7 will be clarified. The Council's Forestry Service is currently working towards a 10 day response target which is considered achievable.
206		Overall this document is well-meaning but has rather the flavour of 'we have to have a tree plan so here it is'. The real key will be ensuring that the numerous policies are properly carried out and enforced. While it is clear that there are limited resources, more use should be made of members of the public to alert officials to potential damage to trees , particularly by developers.	Comment Noted.

207	Individual	Where the council has planted trees which produce edible fruit or nuts, there should be a policy regarding who is allowed (or not) to pick/eat/use the fruit.	The ownership of fruit produced by Council trees is covered under Common Law. Fruit may be made available to community groups by arrangement.
208	Individual	If this is adhered to yes	Comment Noted.
209	Individual	The document is clear but it should be taken as a very real indictment of the plans that the Council made to introduce the trams to the city when this plan entailed the felling of 3,321 mature trees in the city. This is a scandal and most shameful action against which the planting of new trees can never be a satisfactory answer. As the document makes abundantly clear at paragraph 1.2 trees that are mature have a far greater value to the city and the community than new trees which may take some 30-50 years for their value to increase naturally. The Council has timed this report so that nothing can be done about their tram tree felling and this is a total disgrace.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
210		No factual errors, but the timing of this survey shows the Council to be devious and underhand.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
211		Everything that is said is good, but what a tragedy for the city that no one thought of the value of trees in the city before the mass carnage of 3,321 trees took place to make way for the unwanted and deeply unpopular tram.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
212		It is a pity that the Council did not consider this aspect before attacking all the mature trees for the tram project. Why were trees cut down in Leith Walk when the tram is not now going there? Presumably because the Council wanted to get all the 'bad news' over at the one time in the hope that people would forget?	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
213		The policies are clear but it is a pity that the Council did not follow them when considering the tram project. It seems as though the Council decided to produce this policy document after they had already devastated the tree population in the city.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
214		Yes, the policies are clear but they are far too late to stop the wanton destruction of so many of the mature and most valuable trees in the city. A total, so we are informed, of 3,321 trees needlessly felled.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
215		There is no mention whatsoever of the trees that have already been felled for the tram project - why is this? Is the Council pretending it did not happen? Why were environmental matters not considered? Why was the environmental value of all these mature trees not properly considered? Promising to plant new trees is not an acceptable answer and refutes the logic so clearly spelled out in your own document. It appears that the tram planners have been allowed to get away with an environmental holocaust of the Edinburgh tree stock. It is nothing short of a national disgrace.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
216		The proposed actions are appropriate but too late to save the 3,321 trees that have been felled.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
217		The priorities are generally satisfactory but tend to give too much leeway to planners. If stricter controls had been in force the slaughter of 3,321 trees unnecessarily for the tram project might have been avoided.	Comment Noted. The Tram project was delivered under statutory planning regulation and therefore falls outside the remit of this policy document.
218		Lip service is constantly paid to environmental considerations when major projects are considered by the Council. Much more note needs to be taken of the environmental aspect. Trees make a city much more pleasant and welcoming, so they must not be ignored as has so frequently been the case in the past - the tram project is the most recent example where 3,321 mature trees were felled.	Comment Noted.
219		The timing of the issue of the document has obviously been carefully programmed to come after the Council destroyed a massive number of mature trees in order to 'create space' for the trams. This is a devious and underhand approach and is utterly shameful on the part of the Council and particularly the Council officials associated with the tram and this policy.	Comment Noted.
220	Individual	There seems to be little about new development. For example what sort of tree planting is required in the redeveloped Fountain Brewery site between Fountainbridge/ Dundee Street and the canal? So far there's little evidence of the CEC placing any effective constraints on the development of this very large site which needs significant green spaces and trees particularly along the boundary with the canal. Past experience doesn't give one much confidence that trees will ever be given priority over developers' profits. For example when the EICC extension in Morrison Street was developed the building was brought right to front of the site, displacing half a dozen semi mature lime trees. Only when the local Community Council complained about this aspect of the plan was anything done and then only to the extent of planting replacement trees in large tubs.	The scope of the document will be revised clearly setting out the purpose and objectives.
221		Effective constraints on developers. It's all very well having TPO's and fining developers/construction companies for breaching them but they can just factor in the cost of the fines into their costings. Such breaches should be punished by disqualification from subsequent development for a significant time period.	The scope of the document will be revised clearly setting out the purpose and objectives.
222	Individual	It is too long for reading on-line. For many interested individuals it is to large and expensive to print out. It needs to be condensed and some sections should be separately linked to since individuals are likely to be commenting only on parts of the document which raises issues relevant to themselves.	Comment Noted.
223	Individual	? consider comments relating to protection of "tree using" species that are also classed as protected species e.g. bats	Protected species are covered by statutes and actions are contained in Edinburgh's Biodiversity Action Plan (EBAP).
224		Consider protected species and the protection of habitat	Protected species are covered by statutes and actions are contained in Edinburgh's Biodiversity Action Plan (EBAP).
225	Currie Community Council	The policies are clearly and concisely explained and reasons given.	Comment Noted.
226		A sensible and pragmatic discussion, showing awareness of a very wide range of relevant factors.	Comment Noted.

227		Yes. There is an understandable bias towards not promising council expenditure (e.g. removing/lopping trees causing a nuisance).	Comment Noted.
228		Removing/cutting back self-sown trees blocking a public view, e.g. across the Water of Leith towards Currie Kirk.	Comment Noted.
229		The document shows that the 'sense of wellbeing' generated by proximity to trees is acknowledged. This is possibly the main reason people are well disposed towards trees; positive benefits such as those so well summarised (biodiversity, air pollution control etc) are recognised by most people but engage their emotions less. The desirability but difficulty, of promoting trees along streets is well discussed. This is an excellent, well written and well argued document which definitely contributes to raising the standard of debate of Council policies. Well done!	Comment Noted. The support of Currie Community Council is welcomed.
230	Individual	Maybe I missed it, but is there a policy for providing advice and services for privately owned trees? Aren't there many trees on privately owned land which would benefit from the Council's sympathetic and protective approach towards trees?	The rights of householders under common law have been set out. The scope of the document has been revised clearly setting out the purpose and objectives.
231	Individual	As a public education issue, there should be a wider identification of trees so the tree species become better known. For instance, could some trees in well used Parks e.g. the Meadows have labels on them like in the Botanic Gardens - these seem to be present when the tree is planted but soon disappear. Another approach could be to allow the public to look at a database of trees linked to their geographic position - if people knew more about trees, they might value them more! A further Policy could be 'Label examples of trees in appropriate locations so that the public become more familiar with tree species'	There are no current plans to label trees. This will be considered for future tree planting if resources become available.
232		In our most important Parks e.g. the Meadows, there should be a Policy to replace every mature tree cut down with two of the same kind rather than the haphazard tree replanting policy that seems to occur. I write as the Founding Chairman of the Friends of the Meadows and it seems to me that tree replanting on the Meadows is over influenced but how much money is left in the Neighbourhood Partnership at the end of the Financial Year More effort should also be used to encourage memorial trees even with all the attendant problems when they have to be cut down	It is not possible to replace every tree lost with two. There is historic landscape designs and limited planting spaces to be taken into consideration. Tree planting design work is carried out by the Forestry Service in consultation with the City Neighbourhood offices and friends groups. Available resources will always be taken in to consideration when planning a planting programme.
233	Individual	Not factual errors, but I have already sent some minor queries and suggestions.	Comment Noted.
234		I have commented already on one point that seems odd: that trees are not pruned if they constitute a threat to telephone wires etc. Is this a mistake?	Section on Telephone Wires will be clarified.
235		Possibly there needs to be a clear policy about replanting trees that are blown down or die. Also about propping up young trees that have been bent by the wind.	Tree planting design work is carried out by the Forestry Service in consultation with the City Neighbourhood offices and friends groups. Available resources will always be taken in to consideration when planning a planting programme.
236	Individual	But a reduced version for public with key points would be useful.	Summary to be included.
237		I acknowledge the risks of trees, but is it actually about the vision the people and the City Council have for Edinburgh. For instance, I would not fancy having a 20 feet high oak tree in front of my window, but a thing apple tree that does not grow so much and does not have leaves in the winter is perfect and helps to reduce pollution in Edinburgh streets like Leith walk. It is all about priorities Utilities need to be embedded in planning and design and resurfacing of streets and their work and mess needs to be checked in terms of quality and damage to the public realm. The damage they cause needs to be repaired using public money. They should be accountable for what	Comments noted.
238		with some exceptions in my view as previously commented on	Comment Noted.
239		Trees are different sizes, some of them grow, some don't. It is possible to plant trees in street that don't block views or overgrow. Utilities work need to be monitored and responsible for the damage they do. We pay high bills for them and they have the responsibility to improve the public realm, instead of making it worse.	It is intended that new tree planting is based on the "right tree in the right place" principle which should alleviate some of the issues currently posed by the cities trees in the future. If damage is caused to trees by utility companies compensation may be sought by the council.
240		I feel replanting trees in urban areas rather than creating woodlands should be first priority in a city with high levels of pollution in streets where public buses run.	Tree planting is carried out when sites and resources for new trees become available. Actions to increase the number of street trees have been identified.
241		Great initiative the survey. well done	Comment Noted.
242	Individual	I would like trees planted next to walkways not to have shallow roots because they do tend to make the pavement uneven and difficult to traverse with a disability	Comment Noted.
243	Individual	There is no advice for 'Tree touching building' other than a Council tree. I have had to rebuild my listed garden wall twice because a privately owned tree in a shared garden beyond the wall has pushed it over. This raises several questions: In a conservation area (CA) why should a self-seeded tree that is growing right out of a listed wall and causing it chronic damage have any sort of protection? Please define 'tree'. Previously I was given a set of dimensions and told any tree fatter or taller was protected in a CA. Is this still the case? While there is no functioning Statutory Notice scheme other than for emergencies, what help is there for anyone wishing to fell a tree in a shared garden? I have had to pay full costs for a tree not on my land to be felled (with planning permission!) so that it wont push the wall over again. Please provide advice to people with shared gardens in CAs to stop them planting trees that will later grow too big, and to encourage them to weed out sycamore seedlings before they reach protection status.	The scope of the document will be revised clearly setting out the purpose and objectives. Common Law rights are more clearly explained in the revised document.
244		See 6. Please consider buildings too, listed or otherwise.	Comment Noted.
245	Individual	I have read much of the Document but not all. It is rather long for most people to plough through.	Comment Noted.
246		Many trees are lost, I understand, through new building sites. If there are not enough visits from Council Tree Planning Officers (perhaps there are not enough such officers?) at crucial times, particularly during demolition, proper care as per Council guidelines is often not adhered to e.g.. underground roots are ridden over and a tree dies later or trees are damaged and have to be taken down. I understand that some demolition firms are paid according to time, which would not encourage care.	The scope of the document will be revised clearly setting out the purpose and objectives.
247		although naturally quite technical in parts.	Comment Noted.

248		but I should like to see much more street planting.	Comment Noted.
249		Apparently Edinburgh has less street trees than some cities. Please can we have lots more. The document sounds well thought out but will surely require various Council departments to work together to achieve its ends.	Tree planting is carried out when sites and resources for new trees become available. Actions to increase the number of street trees have been identified.
250	Individual	You took over 50 pages to explain what was summarised in less than 2 pages.	Comment Noted.
251		The document is written in a fashion which allows the Council to evade or minimise its duties as a 'responsible landowner' with all the burdens that that entails e.g. care of 'plants' within its curtilages, and their effect on the amenity of others. Examples are Policies 22, 34, and 35 which are written like 'get out' clauses.	The document sets out the Councils duty of care in relation to its trees and describes the rationale for prioritising the resources available to deal with tree-related issues.
252		The Council should pay more attention to the needs of other, when trees become a nuisance or hazard, or affect amenity and enjoyment of other persons private property.	Comment Noted.
253		The Council should have already had a robust and workable set of protocols in place already to deal with management of all types of trees within the City.	Comment Noted.
254	Individual	Edinburgh's tree scape is vital to the overall appeal of the city it is essential that replanting and redesign is considered as part of any planning application	The scope of the document will be revised clearly setting out the purpose and objectives.
255	Individual	I think that the Tree Management Policies section is particularly helpful, as it clearly sets out what action CEC will/ won't take in response to a wide range of situations.	Comment Noted.
256		The only policy I am unsure about is 8.11 - Drains and Invasive Roots. The policy states that the Council will not prune, cut, etc the roots of a Council owned tree to prevent them from entering a broken or damaged drain. Will the Council cut back the roots prior to the drain being repaired, or is this for the property owner to do? Also, if there is a TPO on the tree, will this mean that there could be difficulties in repairing the drain? Some clarification on these points would be helpful.	The Common Law section of the document has been amended to include tree roots.
257		I would like more clarity/guidance on the rights of individuals who wish to plant & look after trees on council land or derelict land; risks of prosecution, fines etc.	Permission of the landowner would be required. Advice can be sought via the Council's Forestry Service regarding Council owned land.
258		I live in a housing estate in Wester Hailes with large swathes of grass, or even worse tarmac. The few trees around here have metal cages around their trunks that they are getting too large for. I would like to know if - a. your plans include such areas b. who is responsible for the care of these trees	The Council's Forestry Service is responsible for the management of Council trees. Any issues relating to tree management can be directed to the Forestry Service.
259	Individual	The problem is in the implementation of policy e.g. Planning Policy Env12 on Trees can be ignored by planners and developers - by saying the effect of removal is negligible - a catch phrase for allowing trees to removed e.g. removed for unnecessary garages recently in an application in a Conservation Area.	The scope of the document will be revised clearly setting out the purpose and objectives.
260		The problem is how to implement them successfully - you need more interaction with the planning dept.	Comment Noted.
261		Probably especially as the climatic conditions are so uncertain. Also planning policy needs to be strengthened to ensure developers put in suitable trees in suitable places - the Forestry Dept needs an input as they have to deal with the consequences of bad decisions albeit in many years time	Comments Noted.
262		More effort is required to ensure good maintenance which is a major problem - in particular maintenance of newly planted stock. This summer has seen scores of fine beautifully planted young trees die from lack of water. Trees can often be seen with constricting tree ties that should have been removed years ago! Most important to choose suitable tree for the location - the effect in 50 and 100 years time needs to be imagined - this is not an easy matter and more thought is needed into varieties chosen. Agree with the need for variety and it is very important that the recent emphasis on native species while seeming to be sensible is now seen to be too restrictive. The emphasis on Ash for woodlands to the exclusion of species like beech can now be seen as disaster - it has accelerated the ash disease that is likely to wipe out most ash within 10 years - the millennium planting across the UK could be seen as a unforeseen disaster. I blame the Forestry Commission and other experts for not being alert to what was happening on the Continent.	A watering programme is put in place for newly planted trees if dry conditions prevail but this is not a guarantee that young trees will not die. The Council has tree planting specification which has proven to be a reliable method of establishing trees in a very challenging environment. All new tree planting is based on the "right tree in the right place" principle which should alleviate some of the issues currently posed by the cities trees in the future.
263		Yes. On the whole - but even more emphasis on maintenance of new stock is necessary. We need more street trees of a medium size - large trees are often unsuitable for city streets (however much carbon they may capture). More emphasis should be given to the aesthetic experience of trees and the varieties also chosen for flowers, berries, autumn colour - a reputable row of cherries or of hawthorn or of mountain ash can be a wonderful thing if planted at suitable intervals with the same tree. There is a reputable school of thought that observes that woodland can re-generate itself if left and that this is better than mass plantings. I am told there is scientific work which shows that unmanaged woodland can do better than managed! This needs to be thought about - the best thing may be light management. Recently the Hermitage of Braid was worked on extensively - trees felled and unfortunately there was much new planting of ash - now we can see that this is disastrous we have probably accelerated the ash disease by importing young whips from Holland. Simultaneously there seems to be an emphasis on Holly - do we really want so much Holly in our woodlands and in the Hermitage in some areas there was much Holly near paths - who decided that - Holly will grow to be a large tree and why a row along paths - it will need to be cut back after a few years - are you really wanting a holly hedge?? Too many whips in plastic tubes are put in - the plastic is protective and often they all thrive resulting in too many young trees. You talk about thinning in 10 to 30 years but better to put less in - and better spaced - they may still need to be thinned a bit or replaced if some don't thrive but this is more likely to be done if there isn't an over-whelming tangle. The millennium wood at the back of Blackford Hill is a good example of overplanting with little idea about good design - it badly needs thinning - when will that be done??	No young ash whips were believd to have been imported from Holland as a part of the Hermitage woodland restructuring. The city will continue to plant predominantly native tree species in woodland areas, whilst continuing to plant a mix of native and none native trees in Streets and Parks. Holly is a native woodland component and will continue to form a part of the species mix selected for woodland planting.
264		How do you ensure that the staff are sufficiently well trained? There should be more emphases on design - a lot of recent planting looks ill-conceived. Planting of trees on new development is often ill-designed. the planning department and the Forestry Dept need to address this. Developments of about 15 years ago may have lovely trees and now it is easy to see they are too near the buildings in many cases. In a few years there will be requests from the people in the flats or offices to get them removed or cut back. This is a tragedy that could have been avoided if the planners who see the designs for new development had a proper sense of the height some of the suggested species grow to. Better choice and positioning of new trees on new development is crucial - it is mentioned in the report but not given enough emphasis.	Comments Noted. The scope of the document will be revised clearly setting out the purpose and objectives.

265		Appropriately sited and designed tree planting' needs to be emphasised more In northern climates like ours light is very important both to psychological well-being and to health - sun on skin is also our main source of vitamin D. So although tree planting is to be encouraged there is also a need for space for the sun to come through. Trees well spaced out can be a real delight as in the Botanics. So often the eventual size of the tree is not properly considered - even the Botanics gets it wrong occasionally!. Deliberate re-generation or new woodland planting is almost always much too dense - often every tree survives - it used to be thought 3 for every one you want to survive - but this is often a big mistake as all 3 survive and no-one maintains them or removes the excess. Better to put in one suitably chosen and to replace later if it doesn't thrive - most will with some minimal protection.	New tree planting is based on the "right tree in the right place" principle which should alleviate some of the issues currently posed by the cities trees in the future. Industry standards for woodland management are followed.
266		Many developments around the city are accepted by the planners as suitable and architects show computer simulated photos of leafy green trees wit buildings showing through, however look at the species and it is clear that in 40 year or much less they will be a problem - this lack of knowledge by architects and planners needs to be addressed. Maintenance is all important - young trees need to be checked regularly especially if it is dry and older trees for damage which if dealt with can prolong the tree's life. You say this in your document but in reality you have great difficulty in doing this. Is it lack of personnel or not enough well-trained personnel? The problem needs to be analysed and solutions sought, And what might seem a trivial point - a lovely young tree can be spoilt if plastic tubes /plant stakes/ and ties are not removed in good time. A lot of good work is undone.	Comments noted. Maintenance of new tree planting is currently carried out as a matter of course.
267	Individual	A negative i.e. 'the Council won't do this, that and the other', although correct and clear. No argument with what wording tells the reader.	Comment Noted.
268		Generally very clear, just two points p.29 Common Law My reading is that one does not have a legal right to remove parts of a tree underneath the boundary of your property. Is that correct? Or is the position the same with branches, i.e. you have the right to remove them from the point at which they encroach your property? Should perhaps read 'that is not beneath your property'. p.35 7. Day to Day Tree Management Place sections 7.2 and 7.5 next to each other as they both relate to pavements.	The Common Law section of the document has been amended to include tree roots.
269		Generally yes. however policy 29 regarding interference with telephone wires seems unreasonable. Perhaps it is the responsibility of BT, but if it is, it would be useful if the policy said so.	Policy 31 which relates to telephone wires has been clarified.
270		The document is a bit weak on tackling the issue of disappearing street trees. I also worry that succession planning isn't mentioned strongly enough. A large number of important trees in Edinburgh will becoming over mature, particularly street trees and trees in some parks (I exclude woodland trees) and there doesn't seem to be much mention of planning for the future so we are not left with hug gaps. There needs to be more dialogue with those tarring over tree pits so trees can be replaced properly and that your dept doesn't find itself frozen out.	Actions to increase the number of street trees ahve been identified in the document.
271		Please prioritise street trees!	Actions to increase the number of street trees ahve been identified in the document.

Transport & Environment Committee

10.00, Tuesday, 14 January 2014

Landfill and Recycling Update

Item number	7.7
Report number	
Wards	All

Links

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

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EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Executive summary

Landfill and Recycling Update

Summary

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

The positive trend in performance is continuing with the amount of waste sent to landfill so far in 2013/14 reducing by 6913 tonnes or 7.27% when compared against the same period last year. Based on tonnage data for the period ending November 2013 and taking into account seasonal factors, it is forecast that 130,624 tonnes will be sent to landfill this year, 6622 tonnes or 4.82% less than the previous year.

The proportion of all waste (including street sweepings) recycled this year to date is 40.6% compared to 39.6% for the same period in 2012/13.

A range of public engagement work is ongoing to promote recycling which includes door knocking and most recently a campaign aimed at raising awareness of the benefits of food waste recycling.

This report also includes an update on complaint numbers. In 2013/14 there have been on average 511 complaints per week. This is 30.8% less that the average number of complaints per week in 2012/13 (738 complaints per week). With around 300,000 collections, this equates to a weekly complaint rate of 0.17%. This downward trend in complaints continued in November with 1,537 complaints received – an average of 389 a week.

Recommendations

It is recommended that Committee note the contents of the report.

Measures of success

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

Financial impact

Although the projection for landfill to the year end exceeds budget target, it is still a reduction of 4.82% compared to 2012/13 performance.

As of the end of November, a projected overspend on landfill costs is being partially offset by a projected under-spend on recycling.

Equalities impact

The content of this report has no implication to the public sector equality duty of the Equalities Act 2010.

Sustainability impact

Increased recycling will help to divert waste from landfill, contribute to a reduction in greenhouse gases and reduce the demand on natural resources by recovering waste materials that can be used to manufacture new products.

Consultation and engagement

A range of public engagement work is ongoing to promote recycling which includes door knocking, radio and bus advertisements and local events with a particular emphasis on promoting the benefits of food waste recycling.

January through to March 2014 will see an increased focus on targeting recycling engagement and communications on the food waste recycling service, reminding residents on what and how to recycle food waste.

Public consultation was held during the first quarter of 2013, using demographically representative focus groups, with residents from both low and high density housing areas. The research was commissioned to understand the general public awareness, perceptions and attitudes towards recycling communications. This research is helping to shape communications messages in future campaigns.

Background reading / external references

Report

Landfill and Recycling Update

1.   Background

1.1   At the Transport and Environment Committee on 15 January 2013, members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling. At the meeting on 27 August 2013, members requested that the performance reports also include updates on complaints made about waste services.

1.2   The environment improvement programme, *improve it,* included proposals to move ahead with managed weekly collections, alongside targets to significantly reduce landfill tonnages and increase recycling of waste. Managed weekly collections were implemented in September 2012.

Landfilled Waste and Recycling

1.3   The *improve it* programme aims to deliver transformational change in a number of environment services including Waste Services. The most significant waste targets were to reduce landfill tonnages to 118,000 tonnes (from 137,247 in 2012/13) and increase the percentage of waste that is recycled to 50%.

1.4   Significant progress in implementing the changes required to deliver both service improvements and landfill savings has been made including the implementation of managed weekly collections in September 2012.

Complaints

1.5   There are 236,000 properties in Edinburgh that receive multiple refuse and recycling collections. On average there are 60,000 collections a day or nearly 300,000 a week. The service has set a target of reducing the number of complaints down to 1,632 a month (or 0.08% of all collections) or turnover of 400 a week – compared to an average of 738 a week in 2012/13.

2.   Main report

Landfill

2.1   Landfill tonnage (see Table 1 below) for 2013/14 totals 88,170 tonnes for the
year to November 2013; this is a reduction of 6913 tonnes or 7.27% on the
same period in 2012/13.

2.2   The projection for landfill to the year end, taking into account seasonal
fluctuations, is currently 130,624 tonnes. This would be a reduction of 4.82% or
6,622 tonnes on the year 2012/13. With landfill costs of £100.34 per tonne, this
represents a reduction in landfill costs of just under £664,652.

Table 1: *Landfill Tonnages 13/14 & 12/13 YTD November 2013*

	YTD November 2013	YTD November 2012	Difference		13/14 Target	13/14 Year End Forecast	12/13	Difference	
			Tonnes	%				Tonnes	%
Landfill	88,170	95,083	6913	7.27%	118,000	130,624	137,246	6,622	4.82%

2.3   The landfill tonnage for November 2013 is 10,341 tonnes (see chart 1). This is a
reduction of 10.6% compared to November 2012.

Chart 1: *Landfill tonnages 11/12, 12/13 & 13/14 (YTD)*
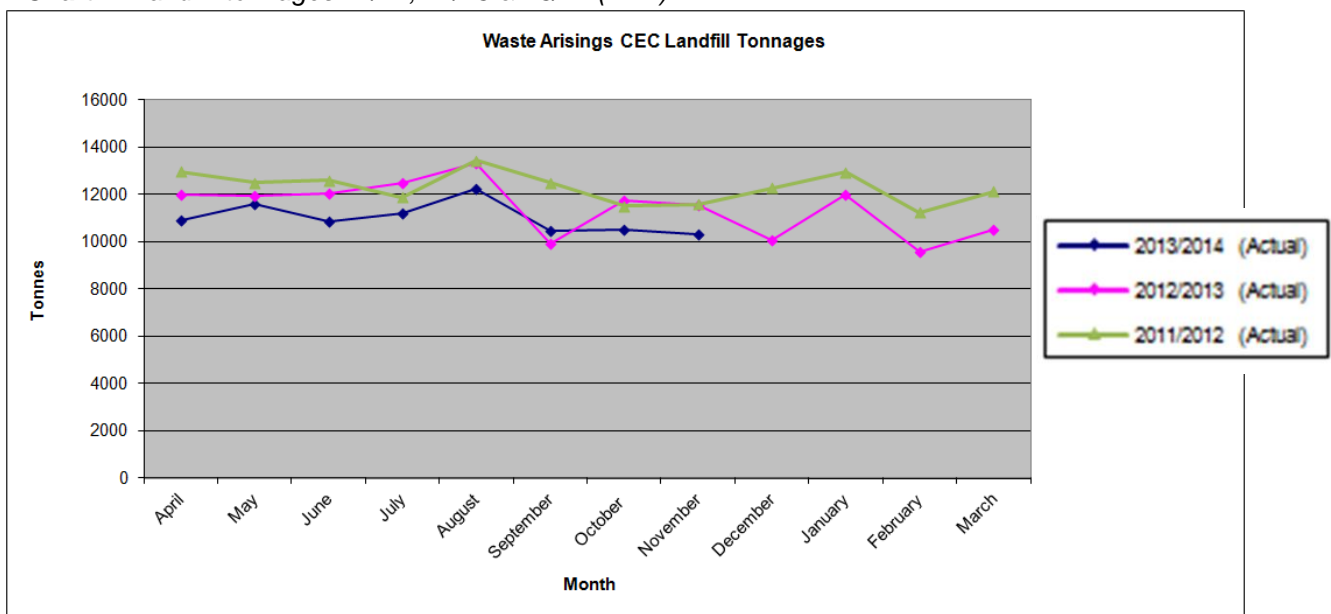
2.4   There is not a simple correlation between the amount of waste landfilled and the
amount recycled. There are multiple factors impacting on the amount of waste
going to landfill that make the picture very complex. The overall tonnage of

waste arisings, the composition of that waste and other seasonal factors all impact upon performance. The total tonnage of waste has been falling each year (see Chart 2 below) although it is notable that the amount of waste collected year to date is 5.7% less than for the same period last year - a rate of decrease which is significantly greater than in previous years. This has contributed in part to a reduction in the amount of waste sent to landfill but it has also contributed to a decrease in the recycling tonnages collected year to date (see sections 2.5 – 2.10).This is partly due to the amount of some recyclable materials, such as paper, in the waste stream decreasing in line with national trends and the general move by manufacturers to light weight packaging. As an example since 2006/07 the amount of paper collected has dropped by 36%.

Chart 2: *Total Waste Tonnages 2011/12 – 2013/14*
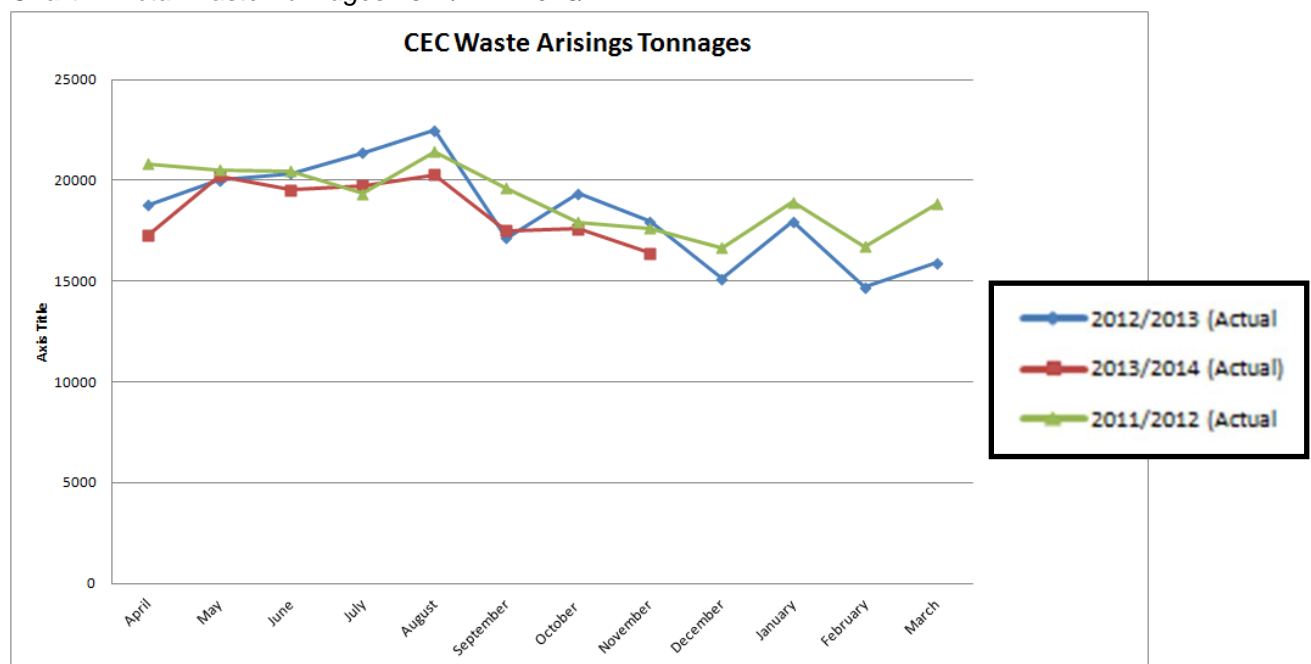
Recycling

2.5   The percentage of waste recycled (see table 2) including street sweepings between April 2013 and November 2013 is 40.6% compared to 39.6% for the same period in 2012/13. Although tonnages are slightly lower than the same period last year (see chart 3), the decrease in the total amount of waste collected means that the percentage recycled has increased by 1% year to date.

Table 2: *Percentage of waste recycled 2012/13 & 2013/14 YTD*

	YTD November 2013		YTD November 2012		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	60,320	40.6%	62,337	39.6%	-2,017	1%

Chart 3: *Recycling Tonnages 11/12, 12/13 & 13/14 (YTD)*
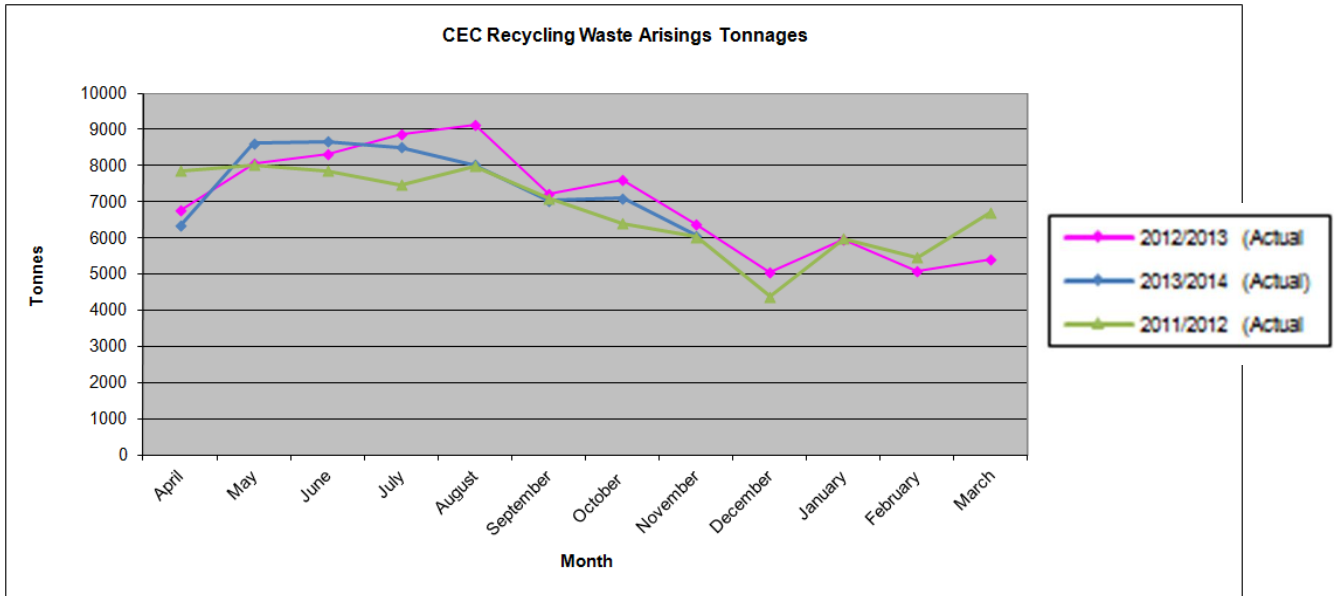
2.6 Chart 4 below shows the comparison of monthly recycling percentages for the last 3 years which shows that recycling percentages have shown significant improvement over the period, although the rate of improvement has slowed during 2013/14.

Chart 4: *Percentage Recycled by month 11/12, 12/13 and 13/14*
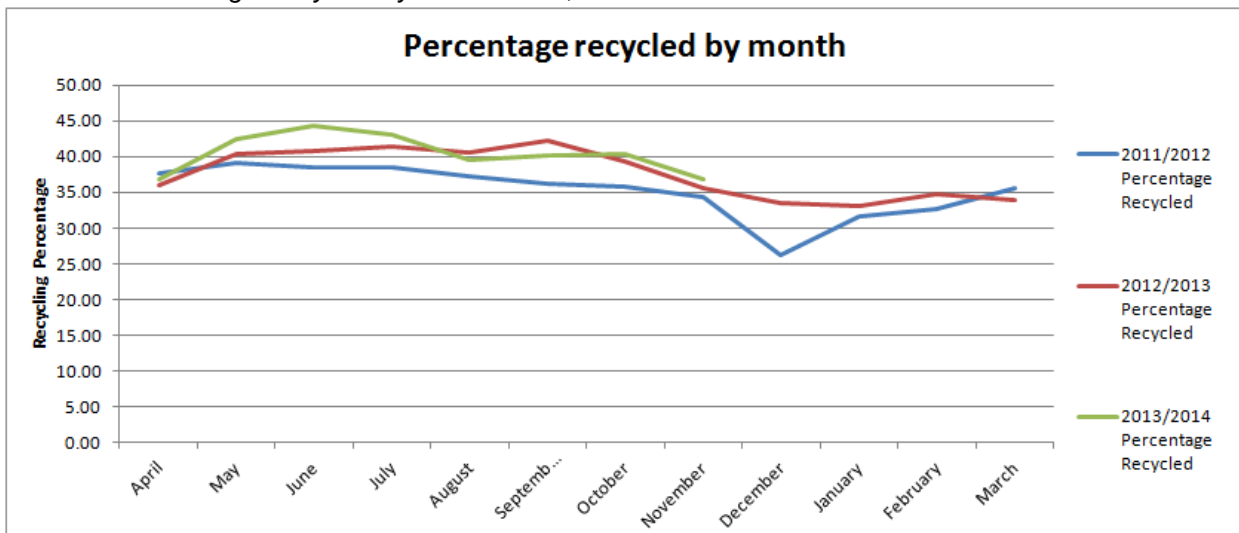
2.7   The tonnage of food waste recycled to date in 2013/14 totals 3,345 tonnes; this is an increase of 534 tonnes (19%) on 2012/13.

2.8   The tonnage of kerbside box recycling for April to November 2013 combined is 9,633 tonnes, this is an increase of 459 tonnes (5%) on the corresponding period in 2012 (9,174 tonnes).

2.9   The tonnage collected through Community Recycling Centre sites has also increased (see table 3 below). Although there has been a reduction in tonnages from packaging and recycling banks.

Table 3: *Year to date recycling by scheme 2012/13 & 2013/14*

Recycling 2013/14	2013/14	2012/13	Difference
Kerbside Blue/Red Boxes	9633	9174	459
Garden Waste	16726	17871	-1145
Food Waste	3345	2811	534
Recycling Banks	4550	5302	-752
Packaging Banks	1853	1859	-6
Trade	3168	3402	-234
CRC	13718	13438	280
Special Uplifts	2170	2302	-132
Other	2048	1824	224
Street Sweepings	3056	4354	-1298

2.10   Based on performance to date in 2013/14 the current projected year end recycling rate (see Table 4 below) is 39.2%.

Table 4: *Year End Recycling Tonnages 12/13 (forecast) & 11/12 (actual) 12/13 Year End Forecast*

	12/13 Year End Actual		13/14 Year End Forecast		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	%
Recycling - All Waste	83,835	37.9%	84,136	39.2%	301	1.3%

2.11   Following approval of the outline business case by this Committee at its meeting on 27 August, work is underway to implement a new redesigned kerbside recycling service which will replace the red and blue box scheme towards the end of 2014. The new service which will be easier to use, provide increased capacity and collect a wider range of materials will lead to an 8% increase in recycling.

2.12   Committee also requested that further work is undertaken to identify the most effective and affordable option for enhancing and expanding communal recycling

provision in the high density and tenemental housing areas of the city. The outcome of this work will be reported at the March 2014 meeting of the Transport and Environment Committee. In the meantime, Waste Services have been making small scale improvements including new clearer labelling of recycling containers and providing new recycling banks in response to requests from elected members and local communities. Improvements to the maintenance and management of on street packaging and recycling banks and those at other locations such as supermarkets are also being drawn up.

2.13   Waste Services have also recently awarded a contract for the treatment and disposal of waste from street cleaning and residual waste from CRC sites. It is estimated that this contract will result in a 4.6% increase in the Council's recycling rate over a full year.

Communication

2.14   A range of public engagement work is ongoing to promote changes in public behaviour which will increase recycling and landfill diversion. This includes door knocking, improving and reviewing information provided on recycling services, engagement activity and promotional campaigns. The first phase of the food waste campaign to raise awareness of the benefits of this type of recycling has taken place in November and December. The next phase will run from January through until March 2014 and focus on what and how to recycle food waste.

2.15   Staff engaged in door knocking have switched from targeting low participation areas to targeting food waste recycling routes and focussing on those areas more demographically likely to recycle. This year to date (1 April 2013 – 17 December 2013), 25,820 properties have been visited, with 10,460 residents being spoken to about recycling.

2.16   ARE, the successful Zero Waste food waste processing contractor, have offered to provide additional funding for the promotion of food waste and discussions are underway to agree the engagement of more recycling advisers to carry out additional door knocking.

Complaints

2.17   Weekly complaint numbers since 2011 are shown in chart 5. The peak in complaints in September 2012 was associated with the implementation of new routes in refuse collection. Overall there has been a downward trend in complaint numbers since then.

Chart 5: *Total complaints per week January 2011 to November 2013*
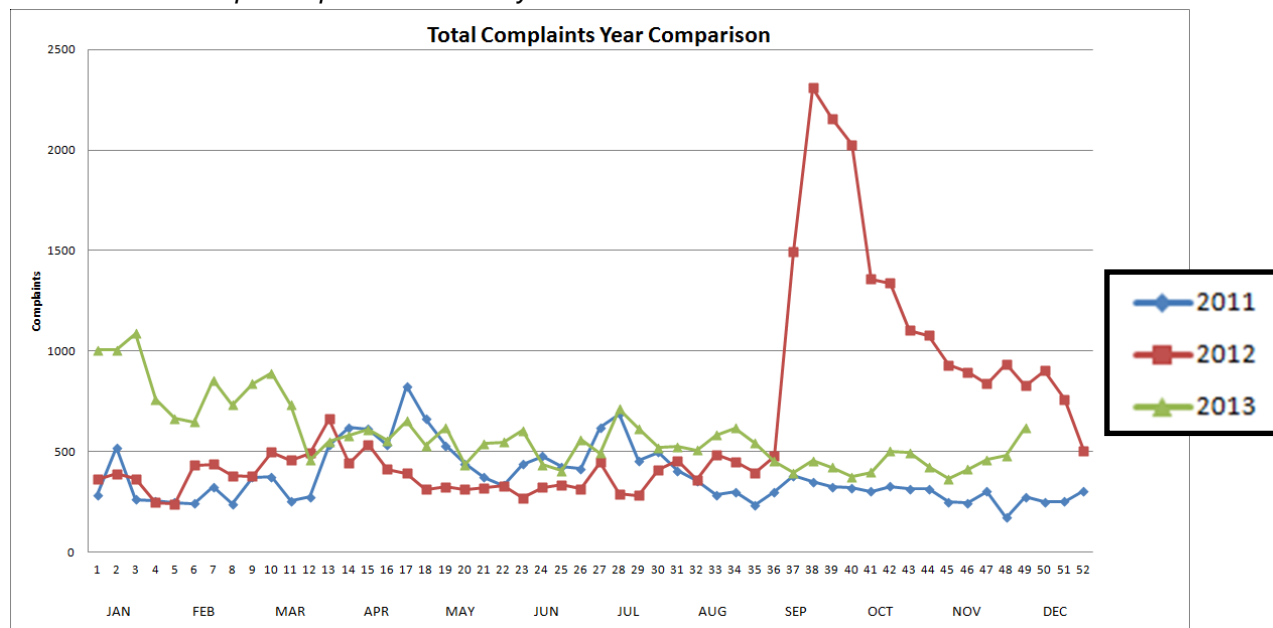
2.18   The weekly average in November was 389 complaints per week. This is 47% less than the average number of complaints per week in 2012/13 (738 complaints per week). The service received 1,557 complaints in the month of November against a target of 1,632 (4.6% better than target). It is worth noting when comparing complaint numbers with previous years that food waste collections were piloted from spring 2011 and rolled out across the city more widely during 2012/13. This added the potential for up to 200,000 additional collections per week.

2.19   The majority of complaints are about residual refuse collections (43%). Chart 6 shows the full breakdown by service area. Missed collections are the subject of 90% of all complaints.

Chart 6 Complaints 2013/14 year to date by service
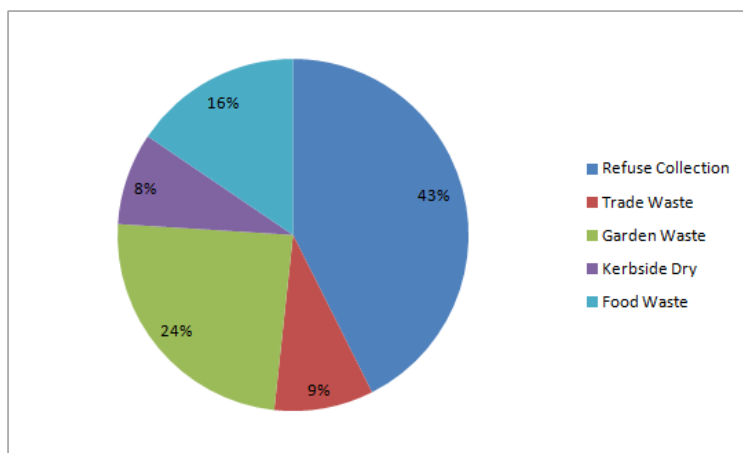
2.20   Although the incidence of complaints is very small compared to the number of collections carried out it is acknowledged that there is never an acceptable level of complaints and Waste Services continue to work hard to reduce the number

further.

2.21   The Confirm On Demand Environmental system went live in Waste Services and the Contact Centre as scheduled on Monday 16 December 2013. All enquiries, service requests and information requests are now being logged and progressed through Confirm. In addition to Confirm On Demand, the Confirm Connect (mobile solution) went live at Murrayburn with the Community Waste Officers, Trade Waste Sales Advisors and Recycling Advisors now able progress and log enquiries remotely. Confirm On Demand has been introduced to the front line supervisors in Refuse Collection who now have the responsibility of allocating work to their crews through the system. The implementation has gone relatively smoothly so far, the only issues occurring are primarily down to users learning and adapting to the new systems and processes.

Phase II of the Confirm roll out is due to commence mid January 2014. This will see a phased roll out lasting several weeks of the mobile working solution to refuse collection crews to enable them to carry out their routine and ad hoc work using Confirm Connect. Once fully implemented, it is anticipated that this will result to a further reduction in and a quicker resolution to customer complaints.

2.22 A programme of staff engagement and route reviews is underway to improve the reliability of collections and focus attention on a right first time approach. A more detailed analysis of complaints is also being undertaken so that more targeted action can be taken to reduce the numbers.

3. Recommendations

3.1 It is recommended that Committee note the contents of the report.

Mark Turley

Director of Services for Communities

Links

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

Appendix 1 – Communications Activity

Door Knocking –

- This year to date (1 April 2013 – 17 December 2013, 25,820 properties have been visited, with 10,460 residents being spoken to about recycling. Of those 9474 have had positive responses. In addition to this 6 advisors have supported the roll out of the communal food waste recycling service, providing advice to residents – this work is now complete.
- Staff have switched from targeting low participation areas to targeting areas with those in the demographic categories which research shows are most likely to change their behaviour and focussing on food waste collection routes
- ARE, the successful Zero Waste food processing contractor, have offered to provide additional funding for the promotion of food waste and discussion are underway to agree the engagement of additional recycling advisers to carry out door knocking.
- Participation studies have been carried out in areas with higher and lower food waste tonnage to get a better understanding of current behaviour. This data is currently being analysed to produce actions and areas to focus on for forthcoming food waste communications and engagement work.
- Food waste advisors have been concentrating on areas with new communal service as this is funded by Zero Waste specifically for this work.

Renewing the signage on communal recycling bins –

- A programme to replace stickers on recycling banks is 80% complete. This programme will be completed as soon as possible and residents in these areas will be surveyed to understand further how information can be improved.

Engagement –

- Local groups that could be targeted will be identified e.g. those interested in sustainability / allotment holders etc and there is scope to see about joining up with other community groups such as mother and toddler groups etc, to reach out to different audiences and develop community champions.
- Staff continue to work with Changeworks and their volunteers.
- Different venues for additional events are being identified, e.g. road shows in supermarkets, leisure centres, cinemas, student campuses, Princes Street.
- Staff continue to work with neighbourhoods e.g. working in North neighbourhood where additional banks have been sited and properties highlighted by neighbourhood team visits.

Campaigns –

- A further additional food waste awareness raising campaign has run and will be supported with a further phase of the campaign on what and how to recycle in the new year. This will include vehicle livery review to get more vehicles carrying recycling messages. There will also be a strong digital element to campaign as high percentage of residents are online. This will be combined with more

traditional elements. This campaign will run up until March 2014. Whilst the focus will be on food where ever possible will take holistic view to recycling and include all recycling.

- A student campaign ran on 2 September, with a Facebook competition and a series of events throughout Freshers Week to highlight the recycling services. Further events for students are planned in January and engagement work for the end of term is being planned now.

Transport and Environment Committee

10.00, Tuesday, 14 January 2014

Cleanliness of the City

Item number	7.8
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO7; CO17; CO19; CO25; CO26; CO27
Single Outcome Agreement	SO4

Mark Turley

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Executive summary

Cleanliness of the City

Summary

In September 2013, Keep Scotland Beautiful (KSB) undertook the latest Cleanliness Index Monitoring (CIMS) assessment of Edinburgh's street as part of their commission to carry out an independent assessment of street cleanliness.

In this assessment, the City of Edinburgh Council achieved a cleanliness index score of 74 against a target of 72 with 97% of the streets surveyed achieving the nationally recognised acceptable standard of cleanliness (against a target of 95%). A total of 502 transects were surveyed during this assessment. Both these results are higher than the previous June assessment by four points and 2% respectively.

All six Neighbourhoods and all 17 wards received a cleanliness index result of 67 or above. Three out of six Neighbourhoods and nine out of 17 wards achieved a result of 72 or above.

Four Neighbourhoods and 14 wards achieved a result of 95% or above for streets meeting the acceptable standard of cleanliness. This is an increase from 11 wards achieving this result in the previous survey. A total of seven wards achieved a result of 100% of streets surveyed meeting the acceptable standard of cleanliness, again an improvement from five wards in June 2013. The South Neighbourhood achieved an overall result of 100% clean for all three wards.

The overall cleanliness index result of 74 has been achieved once before (the September 2010 assessment). The 97% of streets meeting the acceptable standard of cleanliness achieved in this assessment is the highest result to date.

Recommendations

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

Measures of success

A cleanliness index score of 72.

95% of streets surveyed meet the acceptable standard of cleanliness.

Financial impact

There is no financial impact arising from this report.

Equalities impact

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

Sustainability impact

None.

Consultation and engagement

None.

Background reading / external references

www.keepscotlandbeautiful.org

Report

Cleanliness of the City

1. Background

1.1 CIMS (Cleanliness Index Monitoring System) is the method used to assess street cleanliness. Keep Scotland Beautiful (KSB) manages the CIMS scheme nationally and carries out four assessments for the City of Edinburgh Council each year.

1.2 Each assessment is a snapshot of the cleanliness of the streets during the month. A 50 metre transect is surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of practice on Litter and Refuse (Scotland 2006). 'A' grades indicate no litter whatsoever whereas 'D' grades signify major accumulations along the transect. Grades 'A' and 'B' represent an acceptable standard of cleanliness while 'C' and 'D' are noted as unacceptable. The grades are then given a points value from 3 points for an 'A' to 0 points for a 'D'. The transect scores for each area (Neighbourhood and ward) are then aggregated up to a score of 100. A score of 67 or above indicates that an area meets the national standard of cleanliness (i.e. the majority of transects in that area were assessed as 'A' or 'B'). The same methodology is used for Local Environment Audit Management System (LEAMS), the statutory performance indicator for street cleaning although a smaller sample of streets are assessed.

1.3 There is a city wide Council street cleaning performance target from CIMS of 72 with a secondary target of 95% of streets achieving an acceptable level of cleanliness.

2. Main report

Cleanliness Standards

2.1 The number of transects that did not meet the acceptable standard for cleanliness (i.e. assessed as grade 'C' or 'D') continues to fall. From 29 in March to 26 in June and only 15 in September (none of which were 'D' grades).

The data shows that a higher number of 'A' grades were awarded in this assessment which contributed to the overall higher cleanliness index result. A total of 18% of the random sample of streets selected were assessed as 'A' grade. The incidence of dog fouling remained the same as the previous assessment (4%). There has been an increase in the number of transects where

a minor presence of graffiti was noted mainly within the City Centre and Leith Neighbourhood.

A new city wide litter campaign, 'Clean Up Edinburgh' was launched on 29 October 2013. The aim of the campaign is to support a change in public behaviour and attitude towards litter and encourage individuals and communities to take more responsibility for helping to keep Edinburgh clean and green.

As part of the Clean Up Edinburgh campaign, a day of action was held on 29 November 2013 bringing together staff, communities, businesses and schools in a series of community clean ups. The campaign will continue throughout the year and will see a range of initiatives targeted at different groups and events as well as a continuation of community clean ups and other local litter awareness raising campaigns.

City Centre and Leith Neighbourhood

CIMS 68

2.2   The City Centre and Leith Neighbourhood achieved a cleanliness index result of 68 which is two points higher in June with 94% of transects assessed as meeting the acceptable standard of cleanliness, a 2% increase on the previous survey. A total of 86 transects were surveyed during this assessment with all three wards achieving or exceeding the cleanliness index score of 67 (the national target score that indicates an area is achieving an acceptable level of cleanliness).

Five streets failed to meet the acceptable standard of cleanliness mainly due to the presence of cigarette and fast food litter.

Ward 11 (City Centre) received a result of 70 with 93% transects assessed as acceptable. Ward 12 (Leith Walk) scored 68 with 95% of transects assessed as clean and Ward 13 (Leith) scored 67 with 96% of transects assessed as clean. A notable improvement can be seen in Ward 13 where the percentage of transects noted as being of an acceptable level of cleanliness increased from 88% in June to 96% in this assessment.

The increased agency staff resource employed during the summer festival period increased the presence of barrow beat staff during July and August. This has contributed to achieving high levels of cleanliness during this period.

Local partnership working continues to support the Neighbourhood team to improve cleanliness throughout the City Centre and Leith area. Local community clean up days have taken place at Pilrig Park and the Grassmarket Business Improvement District area.

Rose Street, the High Street and Leith Walk are due to pilot a proposed new trade waste policy which aims to reduce the presence of trade waste and trade waste derived litter on the city's streets. The policy will restrict the presentation of trade waste for collection to certain prescribed times of the day. At all other

times waste will need to be stored within business premises – and if successful will be rolled out across the rest of the city.

Following a meeting with local elected members a Cleaner Leith initiative has been launched by the City Centre and Leith Neighbourhood Management Team together with Waste Services. The initiative aims to improve the appearance and cleanliness of streets in Leith by supporting and encouraging greater community awareness of and involvement in tackling litter, improving the appearance and capacity of on-street domestic waste bins and recycling banks and co-ordinating the implementation of the trade waste pilot on Leith Walk.

North Neighbourhood

CIMS 70

2.3   During this assessment the North Neighbourhood achieved a cleanliness index score of 70, a two point reduction from the previous assessment. The percentage of transects assessed as being of an acceptable standard of cleanliness remained the same at 94%. A total of 65 transects were surveyed.

Ward 5 achieved a cleanliness index score of 72 a decrease of 3 points compared to the June assessment while Ward 4 (Forth) remained the same with a score of 68. Ward 4 did experience a significant improvement in the percentage of streets meeting the acceptable standard of cleanliness with 96% of transects receiving a 'B' grade or above (see Appendix 5, Cleanliness by Ward for further detail).

Four 'C' grades in the North were noted. One in Ward 4 (Forth) was mainly due to cigarette and domestic waste derived litter and three in Ward 5 (Inverleith) were due to the presence of smoking, fast food, confectionary and smoking related litter.

Commercial premises in the areas where the 'C' grades were identified are being targeted by the Environmental Wardens along with continuing regular patrols to carry out enforcement activity. Task Force teams have been advised to monitor and report spillages from domestic and trade waste to help identify areas of poorly presented waste.

East Neighbourhood

CIMS 70

2.4   The East Neighbourhood received a score of 70 with 95% of streets noted as meeting the acceptable standard of cleanliness. This result is two index points higher than the previous June result. The percentage of streets meeting the acceptable standard of cleanliness increased by 6% compared to the previous

assessment in June. A total of 56 streets were surveyed in this assessment of which three only received a 'C' grade.

Ward 14 (Craigentinny/Duddingston) saw a drop in the number of streets graded as unacceptable. Out of 28 streets surveyed only two were assessed as 'C' grade. Whyte Place and Piershill Grove were both graded 'C' due to domestic waste and smoking related litter. The overall cleanliness index score for this ward was 69 which is an increase of 10 points from the previous assessment.

Ward 17 (Portobello and Craigmillar) received a score of 70 with 96% of streets meeting the acceptable standard of cleanliness. A total of 28 streets were surveyed, with one 'C' grade noted for Niddrie Marischal Drive for smoking, confectionary and fast food related litter.

East's Environmental Wardens have continued to target irresponsible disposal of smoking litter and to work with fast food retailers to reduce littering by their customers. Although there was only one noted incident of dog fouling in this survey, Environmental Wardens continue to target dog owners who fail to pick up after their dogs.

South West Neighbourhood

CIMS 80

2.5   The South West Neighbourhood achieved an impressive cleanliness index score of 80 with 98% of streets assessed as being clean. Both these results are higher than the previous result in June. The cleanliness index result has increased by eight points while the percentage clean result has increased by 3%. A total of 109 streets were assessed and only two were assessed as grade 'C'.

All four wards in the South West achieved the Council target of 95% of streets achieving an acceptable standard of cleanliness with two wards achieving 100%. The highest cleanliness index result was in Ward 8 (Colinton/Fairmilehead) where a score of 91 was awarded. Although this ward tends to exceed the target cleanliness index score, September's assessment is the highest ever achieved in Edinburgh since CIMS was introduced. Similarly, the 70 points achieved in Ward 7 (Sighthill/Gorgie) is its highest cleanliness index score to date. Additional efforts by the Neighbourhood teams in this ward have contributed towards this four point increase from the previous survey.

There was an improvement in cleanliness standards throughout all four wards in this Neighbourhood. All four wards achieved a cleanliness index score of 67 or above, while three exceeded the target score of 72 (see Cleanliness by Ward, Appendix 5 for details).

The overall increase in the cleanliness index score is a result of a higher number of 'A' grades noted from this assessment, 36% compared to 12% in the previous assessment. Staff have focussed on increased monitoring of problem streets

combined with the cleaning of streets to a higher standard as part of the introduction of scheduled cleaning rounds.

Out of the 109 transects surveyed only two noted a presence of dog fouling. This is the same result as the previous assessment and is evidence of the efforts being made by Environmental Wardens and Task Force Street Cleaning staff to tackle this issue.

South Neighbourhood

CIMS 78

2.6   The South Neighbourhood achieved a cleanliness index score of 78 which is a nine point increase from the previous assessment. The percentage of streets noted as being clean was 100%. A total of 84 transects were surveyed during September.

All three wards have improved on their previous score. The highest result of 81 was for Ward 10 (Morningside), Ward 15 (Southside/Newingston) achieved a result of 76 (up eight points from June) and Ward 16 (Liberton/Gilmerton) received a score of 78 - a four point increase from June 2013 (see Appendix 5 Cleanliness by Ward for further detail).

All three wards exceeded the Council's targets for both the percentage of streets meeting the acceptable standard of cleanliness clean and the cleanliness index score.

The South Task Force focused on achieving and maintaining an acceptable standard of cleanliness throughout the three wards. An emphasis was placed on monitoring and concentrating efforts to achieve grade 'B' or above. Similar to South West Neighbourhood a larger number of grade 'A's were noted in this sample of streets which has resulted in the higher overall cleanliness index result.

The South continue to operate a 'blitz' clean to areas. This type of cleaning proves to be efficient as it uses both mechanical and manual sweeping with all resources focusing on a particular area. This will include litter picking of open space areas, street sweeping, weed treatment, scraping and removing fly tipping where noted. The South continue to achieve good results in the percentage of streets assessed as clean with the previous two surveys showing results of 94% and 98% respectively.

West

CIMS 74

2.7   The CIMS results for the West Neighbourhood assessment was 74, a one point increase on the previous assessment. In addition, 99% of transects surveyed were found to be of an acceptable standard of cleanliness. A total of 102 transects were surveyed in September of which only one transect was noted as a 'C' grade.

During this assessment Ward 1 (Almond) and Ward 6 (Corstorphine/Murrayfield) were noted to be 100% clean with Ward 3 (Drum Brae/Gyle) recorded one 'C' grade as a result of litter and dog fouling.

The West Neighbourhood Environment Warden team has two dog fouling operations planned for October. The first operation will cover all wards in the West, following on from the excellent work carried out in May to July through Operation Cipher 1 which targeted the Drumbrae and Clermiston area. In addition the team plan to carry out a number of dog fouling patrols at known hot spots. Timings of these patrols will be flexible including early mornings and late evenings.

3.   Recommendations

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

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44	Prioritise keeping our streets clean and attractive.
Council outcomes	CO7	Edinburgh draws new investment in development and regeneration.
	CO17	Clean – Edinburgh's streets and open spaces are free from litter and graffiti.
	CO19	Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.
	CO25	The Council has efficient and effective services that deliver on objectives.
	CO26	The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
	CO27	The Council supports, invests and develops our people.
Single Outcome Agreement	SO4 –	Edinburgh's communities are safer and have improved physical and social fabric.
Appendices		Appendix 1 – Edinburgh Street Cleanliness CIMS Score Sept 11-Sept 13.
		Appendix 2 – Percentage of Streets Clean Score Sept 11-Sept 13.
		Appendix 3 – Cleanliness by Neighbourhood Area Sept 11-Sept 13.
		Appendix 4 – Cleanliness by Neighbourhood Area Sept 12-Sept 13.
		Appendix 5 – Cleanliness by Ward Sept 12-Sept 13.

Appendix 1

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

Edinburgh Street Cleanliness
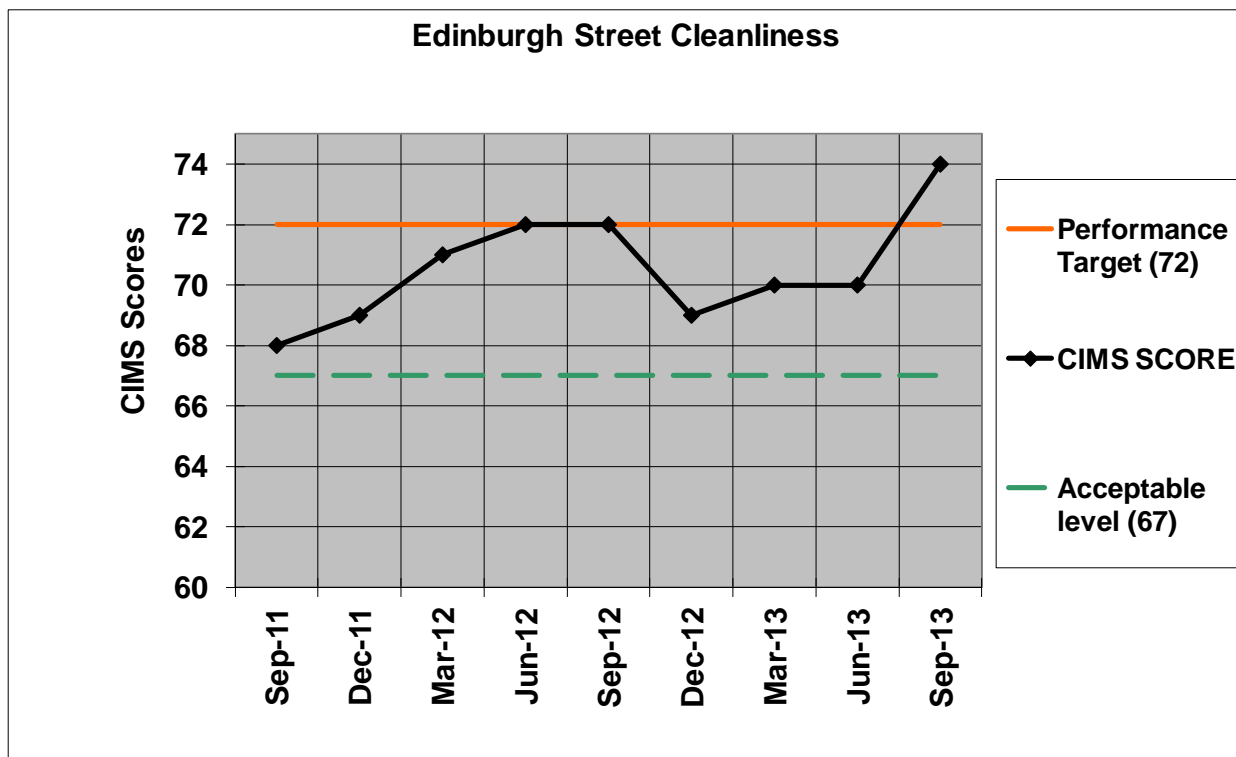
Appendix 2

Edinburgh Street Cleanliness - % Clean Score

Edinburgh Street Cleanliness - % of streets clean

Cleanliness by Neighbourhood Area – CIMS (Sep 11 – Sep 13)
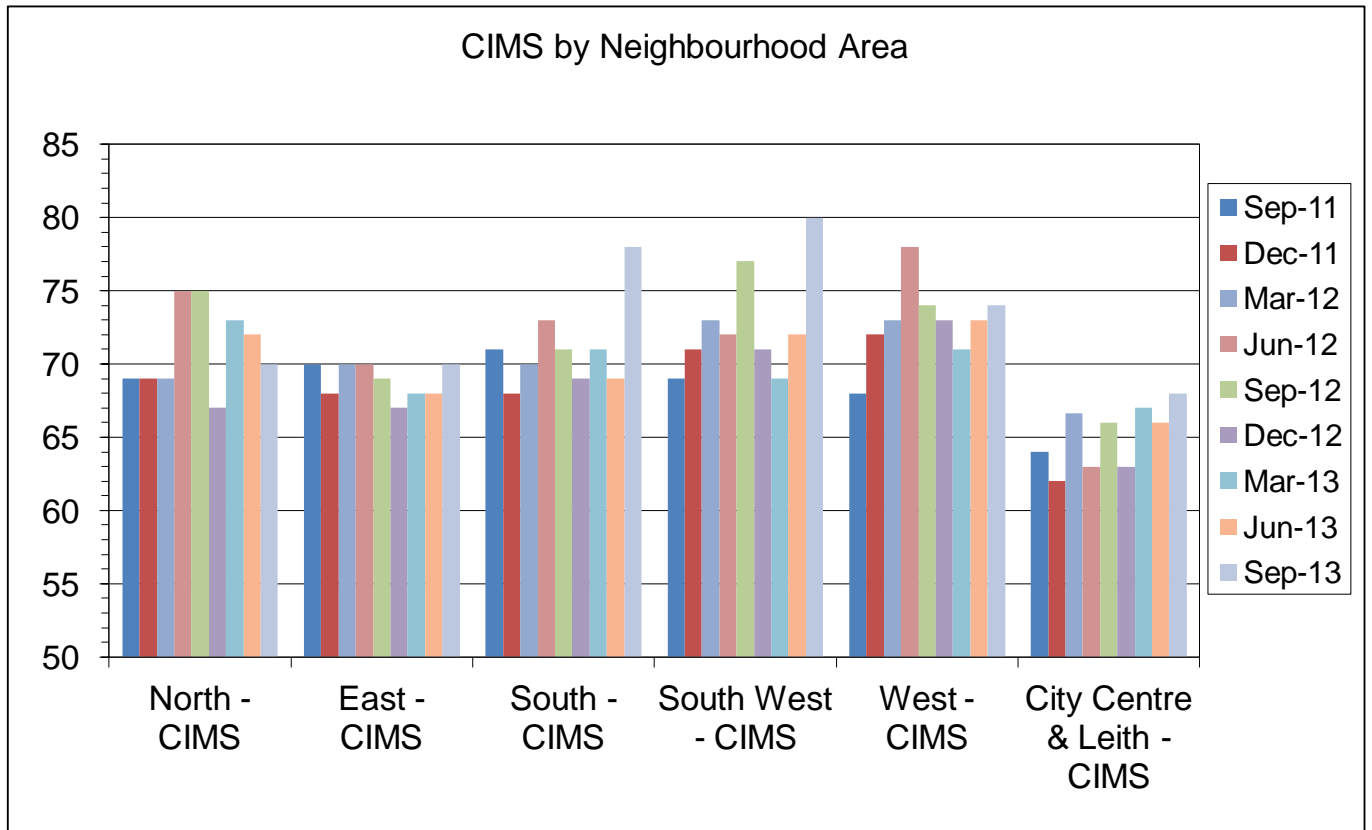
Appendix 4

Cleanliness by Neighbourhood area (Sep 12 – Sep 13)

Area	Sep-12 CIMS	Sep-12 % Clean	Jun-13 CIMS	Jun-13 % Clean	Sep-13 CIMS	Sep-13 % Clean	Comparison with previous survey CIMS	Comparison with previous survey % Clean	Comparison Year on Year % Clean	Mtg coalition target (95%) (Y/N) % Clean
North	75	100%	72	94%	70	94%	↓	↑	↓	N
East	69	94%	68	89%	70	95%	↑	↑	↑	Y
South	71	92%	69	98%	78	100%	↑	↑	↑	Y
South West	77	97%	72	95%	80	98%	↑	↑	↑	Y
West	74	98%	73	98%	74	99%	↑	↑	↑	Y
City Centre	66	90%	66	92%	68	94%	↑	↑	↑	N
CITYWIDE	72	95%	70	95%	74	98%	↑	↑	↑	Y

Appendix 5

Cleanliness by Ward (Sep 12 – Sep 13)

Ward	Area	Sep-12 CIMS	Sep-12 % Clean	Jun-13 CIMS	Jun-13 % Clean	Sep-13 CIMS	Sep-13 % Clean	Comparison with previous survey CIMS	Comparison with previous survey % Clean	Comparison Year on Year CIMS	Comparison Year on Year % Clean	Mtg coalition target (95%) (Y/N) % Clean
1. Almond	W	77	95%	75	96%	77	100%	↑	↑	→	↑	Y
2. Pentland Hills	SW	82	100%	74	94%	76	97%	↑	↑	↓	↓	Y
3. Drum Brae / Gyle	W	72	100%	72	100%	73	96%	↑	↓	↑	↓	Y
4. Forth	N	77	100%	68	90%	68	96%	↓	↑	↓	↓	Y
5. Inverleith	N	74	100%	75	97%	72	92%	↓	↓	↓	↓	N
6. Corstorphine / Murrayfield	W	72	100%	71	100%	71	100%	↓	→	↓	→	Y
7. Sighthill / Gorgie	SW	64	88%	66	92%	70	96%	↑	↑	↑	↑	Y
8. Colinton / Fairmilehead	SW	80	100%	74	100%	91	100%	↑	→	↑	→	Y
9. Fountainbridge / Craiglockhart	SW	80	100%	75	95%	86	100%	↑	↑	↑	→	Y
10. Meadows/ Morningside	S	72	96%	68	96%	81	100%	↑	↑	↑	↑	Y
11. City Centre	CC	69	91%	66	93%	70	93%	↑	↑	↑	↑	N
12. Leith Walk	CC	67	91%	68	95%	68	95%	↑	→	↑	↑	Y
13. Leith	CC	61	88%	65	88%	67	96%	↑	↑	↑	↑	Y
14. Craigentinny / Duddingston	E	68	92%	62	78%	69	93%	↑	↑	↑	↑	N
15. Southside / Newington	S	66	83%	68	96%	76	100%	↑	↑	↑	↑	Y
16. Liberton / Gilmerton	S	76	97%	72	100%	78	100%	↑	→	↑	↑	Y
17. Portobello / Craigmillar	E	69	96%	75	100%	70	96%	↓	↓	↑	↓	Y
Overall		**72**	**95%**	**70**	**95%**	**74**	**98%**	**↑(12/17)**	**↑(10/17)**	**↓(8/17)**	**↓(9/17)**	**(14/17)**

Transport and Environment Committee

10.00am, Tuesday 14 January 2014

Subsidised Bus Service Contracts

Item number	7.9
Report number	
Wards	All

Links

Coalition pledges	P19, P47
Council outcomes	CO9, CO10, CO22
Single Outcome Agreement	SO1, SO2

Mark Turley

Director of Services for Communities

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Executive summary

Subsidised Bus Service Contracts

Summary

Options for renewing or establishing three subsidised bus services are described and the cost implications discussed. Recommendations for the award of contracts are made on the basis of available funding.

Recommendations

It is recommended that the Committee:

1   notes that a contract has been placed for the operation of bus service 68, to take effect from 31 March 2014 for a period of up to four years;

2   notes that funding is only partially available to place a contract for Bus Service 60 (Dumbiedykes), that discussions are continuing with Lothian Buses and other interested parties over the possible diversion of an existing bus service to serve Dumbiedykes; and that discussions will take place with organisations in Dumbiedykes to consider options in relation to Community Transport for the elderly;

3   notes that insufficient budget exists to make any change to bus service 18 and that the existing contract for the service should therefore be allowed to continue unaltered in the meantime; and

4   notes that, following the setting of the Council budget for 2014/2015, a further report will be submitted in March 2014 updating the Committee on recommendations 2 and 3, and on other tenders currently in progress.

Measures of success

Although not quantifiable, continued Council support for the bus network leads directly to improvements in health and accessibility for many sections of the community, particularly the elderly and those on low incomes.

Financial impact

On the basis that only one contract has been awarded as a result of this tendering process, there is minimal financial impact, amounting to a small increase of £2,908 in the cost of providing bus service 68. This amount can be met from the existing budget for subsidised bus services.

Equalities impact

Continued provision or enhancement of existing subsidised bus services, and the provision of new ones, enhance the quality of life of users through the enhancement of access to employment, educational, leisure and shopping opportunities.

Sustainability impact

The reduction in dependence on transport by private car made possible by the provision of subsidised bus services contributes to the Council's sustainability aims.

Consultation and engagement

Consultation over the Subsidised Bus Services mentioned in this report has taken place with relevant Elected Members and Community Councils. Consultation will continue throughout the tendering process for new contracts for services in the Rural West area.

Background reading/external references

None.

Report

Subsidised Bus Service Contracts

1. Background

1.1 This report concerns subsidised bus service tendering exercises linked to a number of issues in the Council area.

1.2 First, the Council's responses to submissions to the Petitions Committee (3 December 2012; Kirkliston Public Transport Provision and 22 January 2013 Dumbiedykes Bus Service) indicated tendering processes for bus service 63 and for a potential new bus service for Dumbiedykes.

1.3 Secondly, proposals to extend bus service 18 from the Royal Infirmary of Edinburgh (RIE) via the new Public Transport Link to Fort Kinnaird and/or Queen Margaret University College were approved by the Committee on 15 January 2013, and a tendering process authorised.

1.4 Thirdly, the need to procure a new public transport link for Ratho village following the commencement of tram operations, at which point Lothian Buses service 12 will revert to its former terminus at the Gyle Centre, and the opportunity to attach the contracted link to Ratho to a commercial bus service at Ingliston Park and Ride site will be lost.

1.5 The tendering exercises have been carried out through the mechanism of the Council's new Framework Agreement for the supply of Local Bus Services.

1.6 This report sets out the results of these tendering processes so far, and seeks decisions on placing new subsidised bus service contracts.

1.7 It should be noted that, due to ongoing consultations with affected Community Councils, tenders for service 63 and the Ratho service have not been included in this report. However, it is intended to report the results of these tendering exercises to the Committee at its meeting in March 2014.

2. Main report

2.1 The Council's new Framework Agreement for the Supply of Local Bus services was approved by the Finance and Budget Committee on 29 August 2013, and implemented on 12 November 2013.

2.2 Participating bus operators were invited to take part in Mini-competitions for the supply of the bus services described below.

2.3 As is customary for contract renewals, any existing timetable is specified in order to provide a benchmark cost. Additional options are offered subsequently to explore the costs of known aspirations.

2.4 In addition, Alternative Tenders were invited so that tenderers can offer service specifications that may offer cost savings or service enhancements advantageous to the Council.

Service 18 (Gyle-Wester Hailes-Colinton-Fairmilehead-Gilmerton-RIE)

Option 1

Full timetable (see Appendix 1) operating on a 60-minute frequency with peak period enhancements, seven days per week. By agreement with Lothian Buses, the timetable includes weekday peak-time journeys currently operated commercially by the company. It was intended that these journeys should be included in any new contract.

Option 2

As Option 1, extended to Fort Kinnaird by the following route:

Little France Drive, Greendykes Road, Niddrie Mains Road, Newcraighall Road, Fort Kinnaird Retail Park.

Option 3

As Option 2, operating on a 30-minute frequency Monday to Friday; 60-minute frequency Saturday and Sunday.

Option 4

As Option 2, extended from Fort Kinnaird Retail Park to Queen Margaret University College (QMUC) via the following route:

Newcraighall Road, Newhailes Road, Clayknowes Road, Whitehills Farm Road, Queen Margaret Drive, QMUC Bus Terminus.

Option 5

As option 4, operating on a 30-minute frequency, Monday to Friday; 60-minute frequency Saturday and Sunday.

Dumbiedykes Service (Service 60 Holyrood Road – Forrest Road)

2.5   In response to a petition by residents, a timetable was offered providing 14 return journeys on weekdays only. The proposed indicative timetable appears in Appendix 1 to this report.

2.6   It should be noted that discussions with Lothian Buses and other interested parties over the prospect of diverting an existing bus service to assist Dumbiedykes residents are ongoing.

Service 68 (Gyle-Turnhouse-Craigmount High School-Corstorphine-Parkgrove-Clermiston-Corstorphine-Gyle)

2.7   Service 68 was tendered unchanged from its present configuration.

Rural West Edinburgh Bus Services

2.8   Consultation with Queensferry, Kirkliston and Ratho Community Council has been undertaken concerning the configuration of service 63 and the Ratho Village service, and their input has led directly to the specification of the tenders for these services.

2.9   A further report detailing the outcome of this tendering process will be considered at the Committee's next meeting on 18 March 2014.

Tenders Received

Service 18

2.10   Tenders were received from two operators. Both offered alternative tenders to some extent, and these are discussed below. No tenders were received for Options 4 and 5, both of which sought to further extend the service from Fort Kinnaird Retail Park to QMUC.

2.11   The reason for this lack of interest probably lies in the need to use single-deck vehicles in order to pass under the railway bridge at Newcraighall, so reducing seating capacity and increasing costs. The perception that little patronage was likely to result from this extension may also have played a part.

2.12   The prices submitted for Options 1 to 3 appear in Appendix 2 to this report.

2.13   Tenderers were invited to submit Alternative Tenders base on the standard options, provided that cost or other benefits to the Council could be demonstrated.

2.14   First Scotland East submitted one Alternative Tender based on Option 3. However, as this involved no extension of the service beyond its present southern terminus at the RIE, it offers no benefit to the Council.

2.15 Lothian Buses plc submitted two Alternative Tenders based on Options 2 and 3. Both involve extending the service beyond Fort Kinnaird to Portobello via Brunstane. This extension was offered on the basis that the original specification for Options 2 and 3 was operationally inefficient and would have resulted in layover time in excess of 30 minutes at the termini.

2.16 In the company's submissions, this time is put to better use by extending to Portobello, so re-establishing a link lost some years ago with the curtailment of bus service 12.

2.17 The extension would provide Portobello and Brunstane with a direct link not only to Fort Kinnaird, but to the RIE and in due course the Bio Quarter and the Royal Hospital for Sick Children.

2.18 The company's Option 3 Alternative Tender increases the weekend service frequency from 60-mins to 30-mins, pointing out that weekend usage of the service is likely to centre around the retail outlets on the route, and that a frequency less than 30-mins is inherently unattractive to potential passengers.

2.19 Lothian Buses' Alternative Tender for Option 2 was offered at £8,990 per week (£467,489 per annum), and for Option 3 £6,670 per week (£346,840 per annum). The apparent discrepancy in receiving more service for less money is accounted for by the increased commercial viability of the Alternative Tender for Option 3.

2.20 These Alternative Tenders are attractive and would go far towards achieving the Council's aims in developing the bus network and encouraging commercial activity in the southeast area of the city, in addition to re-establishing the lost public transport link between Portobello and Fort Kinnaird.

2.21 However, none of the tenders received is affordable within current budget allocation for Supported Bus Services. Indeed, acceptance of any of the tenders received for service 18 would require an increase in the Supported Bus Services budget of between £86k and £490k per annum, dependent upon the specification chosen.

2.22 It should be noted that the above calculation assumes that all available funding would be used up in providing an improved service 18, leaving no funding available for other services such as service 60.

2.23 That being the case, it is considered that the *status quo* should be maintained and the present contract with First Scotland East for service 18 should continue to its end in July 2016. The present contract sees First Scotland East operate an hourly service for off-peak weekdays and all weekend journeys. Lothian Buses operates weekday peak journeys commercially.

Service 60 (Dumbiedykes)

2.24 One operator tendered for service 60, and no Alternative Tender was offered.

2.25 The tender specified 14 return journeys between Holyrood Road and Potterrow, operating between the morning and evening peak periods, Monday to Friday only. This effectively provides a 30-minute frequency between the two termini.

2.26 This may seem a high frequency given the likely low usage of the service, however a frequency reduction (to 60-mins, for instance) would have little effect on the cost of the service due to its short length in both time and distance.

2.27 Lothian Buses tendered £1,350 per week for service, equating to £70,200 per annum.

2.28 Partial funding is available within the current budget for subsidised bus services to meet this cost. However, given that other contracts are competing for this funding there is a choice to be made by the Committee.

Service 68

2.29 Due to the settled nature of this service the contract specification for service 68 did not invite Alternative Tenders. Three operators tendered on the basis of the standard specification.

2.30 The assessment process produced a clear winner in Waverley Travel with a tender of £1,410 per week (£73,320 per annum). This represents a 4.5% increase on the current contract cost.

2.31 Waverley Travel is the incumbent operator on service 68; therefore no change will be seen by users when the new contract takes effect on 31 March 2014.

Financial Impact

Service 18:

2.32 The various options offered cover a wide range of aspirations for the service. However, no budget is currently available to fund any of the service improvements specified by the Council.

2.33 To assist the Committee, the financial implications of the acceptance of each of these options are laid out in Appendix 2 to this report.

2.34 On the basis that the present contract continues unchanged, there will be no financial impact.

Dumbiedykes Service (Service 60)

2.35 No specific budget has been available to fund a bus service for Dumbiedykes since 2008. Should the Committee decide to award a contract to operate this service, partial funding is available within the current budget, but only at the expense of other services due for contract renewal.

2.36 To assist the Committee, the financial implications of awarding a supported bus service contract for Dumbiedykes are laid out in Appendix 2 to this report.

Service 68

2.37 As mentioned above, the cost of the new contract price is 4.5% greater than at present. This can be met from the existing budget for Supported Bus Services.

3. Recommendations

3.1 It is recommended that the Committee:

3.1.1 notes that a contract has been placed for the operation of bus service 68, to take effect from 31 March 2014 for a period of up to four years;

3.1.2 notes that funding is only partially available to place a contract for Bus Service 60 (Dumbiedykes), that discussions are continuing with Lothian Buses and other interested parties over the possible diversion of an existing bus service to serve Dumbiedykes; and that discussions will take place with organisations in Dumbiedykes to consider options in relation to Community Transport for the elderly;

3.1.3 notes that insufficient budget exists to make any change to bus service 18 and that the existing contract for the service should therefore be allowed to continue unaltered in the meantime; and

3.1.4 notes that, following the setting of the Council budget for 2014/2015, a further report will be submitted in March 2014 updating the Committee on recommendations 2 and 3, and on other tenders currently in progress.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
	P47 – Set up city-wide Transport Forum of experts and citizens to consider our modern transport needs.
Council outcomes	CO9 – Edinburgh residents are able to access job opportunities.
	CO10 – Improved health and reduced inequality.
	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 – Edinburgh's economy delivers increased investment, jobs and opportunities.
	SO2 – Edinburgh's citizens experience improved health and wellbeing with reduced inequalities in health.
Appendices	Appendix 1: Proposed Indicative Timetables.
	Appendix 2: Tenders Received, Scores and Financial Implications.
	Appendix 3: Description of Alternative Tenders.
	Appendix 4: Proposed Timetables for Alternative Tenders

Appendix 1: Proposed Indicative Timetables

Service 18 (Option 1)

Monday to Friday

Gyle Centre	—	—	—	—	0600	0630	0657	0720	0758	0858	0945	1045	1145	1245	1345	1445	1515	1545	1607
Edinburgh Park at Redheughs	—	—	—	—	0602	0632	0700	0723	0801	0901	0948	1048	1148	1248	1348	1448	1518	1548	1611
South Gyle Access	—	—	—	—	0606	0636	0704	0727	0806	0906	0952	1052	1152	1252	1352	1452	1522	1552	1616
Westside Plaza	0433	0503	0528	0553	0613	0643	0712	0735	0814	0914	1000	1100	1200	1300	1400	1500	1530	1600	1629
Clovenstone	0437	0507	0532	0557	0617	0647	0716	0739	0818	0918	1004	1104	1204	1304	1404	1504	1534	1604	1633
Clovenstone	0437	0507	0532	0557	0617	0647	0716	0742	0818	0918	1004	1104	1204	1304	1404	1504	1534	1604	1633
Oxgangs Bank	0448	0518	0543	0608	0628	0659	0728	0754	0831	0931	1017	1117	1217	1317	1417	1517	1547	1619	1648
Kaimes Crossroads	0455	0525	0550	0615	0635	0707	0737	0804	0840	0940	1026	1126	1226	1326	1426	1526	1556	1631	1700
Hyvots Bank	0459	0529	0554	0619	0639	0712	0742	0810	0846	0946	1032	1132	1232	1332	1432	1532	1602	1637	1706
Royal Infirmary	0506	0536	0601	0626	0646	0721	0751	0820	0855	0955	1041	1141	1241	1341	1441	1541	1612	1647	1716

Gyle Centre	1637	1707	1737	1807	1837	1907
Edinburgh Park at Redheughs	1641	1711	1741	1811	1840	1910
South Gyle Access	1646	1720	1747	1816	1844	1914
Westside Plaza	1659	1736	1801	1829	1853	1923
Clovenstone	1703	1740	1805	1833	1857	1927
Clovenstone	1703	1740	1805	1833	1857	1927
Oxgangs Bank	1718	1753	1818	1845	1909	1939
Kaimes Crossroads	1730	1804	1829	1854	1918	1948
Hyvots Bank	1736	1809	1834	1859	1923	1953
Royal Infirmary	1746	1818	1843	1908	1932	2002

Royal Infirmary	0510	0540	0607	0629	0655	—	0730	0800	0835	0915	1000	1045	1145	1245	1345	1450	1550	1625	1655
Hyvots Bank	0517	0547	0614	0636	0703	0718	0742	0812	0847	0925	1010	1055	1155	1255	1355	1500	1600	1637	1707
Kaimes Crossroads	0521	0551	0618	0640	0709	0725	0751	0822	0853	0931	1016	1101	1201	1301	1401	1506	1608	1645	1715
Princess Gate (westbound)	0524	0554	0621	0643	0713	0730	0757	0827	0859	0935	1020	1105	1205	1305	1405	1510	1612	1649	1719
Oxgangs Bank	0528	0558	0625	0647	0717	0735	0808	0833	0905	0940	1025	1110	1210	1310	1410	1515	1617	1654	1724
Clovenstone	0538	0608	0635	0657	0728	0749	0822	0847	0918	0952	1037	1122	1222	1322	1422	1527	1630	1707	1737
Clovenstone	0538	0608	0635	0657	0728	0749	0822	0847	0918	0952	1037	1122	1222	1322	1422	1527	1630	1707	1737
Hailesland Road	0540	0610	0637	0659	0731	0752	0825	0850	0921	0955	1040	1125	1225	1325	1425	1530	1633	1710	1740
Westside Plaza	0541	0611	0638	0700	0732	0753	0826	0851	0922	0956	1041	1126	1226	1326	1426	1531	1634	1711	1741
South Gyle Access	0548	0618	0645	0708	0744	0806	0840	0903	0931	1005	1050	1135	1235	1335	1435	1540	1644	1721	1751
Edinburgh Park at Redheughs	0551	0621	0648	0711	0747	0810	0844	0907	0934	1008	1053	1138	1238	1338	1438	1543	1648	1725	1755
Gyle Centre	0554	0624	0651	0714	0752	0814	0847	0910	0937	1011	1056	1141	1241	1341	1441	1546	1652	1729	1759

Royal Infirmary	1725	1755	1825	1850	1915	1935	2015
Hyvots Bank	1737	1807	1835	1859	1924	1944	2024
Kaimes Crossroads	1744	1815	1840	1904	1929	1949	2029
Princess Gate (westbound)	1748	1819	1844	1908	1933	1953	2032
Oxgangs Bank	1753	1824	1848	1912	1937	1957	2036
Clovenstone	1806	1836	1859	1923	1948	2008	2046
Clovenstone	1806	1836	1859	1923	1948	2008	2046
Hailesland Road	1809	1838	1901	1925	1950	2010	2048
Westside Plaza	1810	1839	1902	1926	1951	2011	2049
South Gyle Access	1818	1847	—	—	—	—	—
Edinburgh Park at Redheughs	1822	1851	—	—	—	—	—
Gyle Centre	1826	1854	—	—	—	—	—

Appendix 1: Proposed Indicative Timetables (Cont.)

Service 18 (Option 1)

Saturday

Gyle Centre	—	—	—	0750	0850	0945		1745	—
South Gyle Access	—	—	—	0757	0857	0952		1752	—
Westside Plaza	0515	0625	0705	0805	0905	1000	then	1800	1925
Clovenstone	0518	0628	0708	0808	0908	1004	every	1804	1929
Oxgangs Bank	0529	0639	0720	0820	0920	1017	hour	1817	1942
Kaimes Crossroads	0536	0646	0729	0829	0929	1026	until	1826	1951
Hyvots Bank	0540	0650	0734	0834	0934	1032		1832	1957
Royal Infirmary	0547	0657	0742	0842	0942	1041		1841	2006

Royal Infirmary	0550	0700	0750	0850	0945		1645	1745	1845	2015
Hyvots Bank	0559	0707	0759	0859	0955		1655	1754	1854	2024
Kaimes Crossroads	0601	0711	0804	0904	1001	then	1701	1759	1859	2029
Oxgangs Bank	0608	0718	0812	0912	1010	every	1710	1807	1907	2036
Clovenstone	0620	0730	0824	0924	1022	hour	1722	1818	1918	2046
Westside Plaza	0624	0734	0828	0928	1026	until	1726	1821	1921	2049
South Gyle Access	—	0741	0835	0935	1035		1735	—	—	—
Gyle Centre	—	0747	0841	0941	1041		1741	—	—	—

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Service 18 (Option 1)

Sunday

Gyle Centre	—	1145		1745	—
South Gyle Access	—	1152		1752	—
Westside Plaza	1100	1200	then	1800	1925
Clovenstone	1104	1204	every	1804	1929
Oxgangs Bank	1117	1217	hour	1817	1942
Kaimes Crossroads	1126	1226	until	1826	1951
Hyvots Bank	1132	1232		1832	1957
Royal Infirmary	1141	1241		1841	2006

Royal Infirmary	1145		1645	1745	1845	2015
Hyvots Bank	1155		1655	1754	1854	2024
Kaimes Crossroads	1201	then	1701	1759	1859	2029
Oxgangs Bank	1210	every	1710	1807	1907	2036
Clovenstone	1222	hour	1722	1818	1918	2046
Westside Plaza	1226	until	1726	1821	1921	2049
South Gyle Access	1235		1735	—	—	—
Gyle Centre	1241		1741	—	—	—

Appendix 1: Proposed Indicative Timetables (Cont.)

Dumbiedykes Service (Service 60) Monday to Friday Only

Service 60 – Monday to Friday							
Holyrood Road (Ft)	0915	0945	1015	1045	1115	1145	1215
Holyrood Rd (before Pleasance)	0917	0947	1017	1047	1117	1147	1217
Forrest Rd	0925	0955	1025	1055	1125	1155	1225
Holyrood Rd (before Pleasance)	0931	1001	1031	1101	1131	1201	1231
Holyrood Rd (Ft)	0937	1007	1037	1107	1137	1207	1237

Service 60 – Monday to Friday							
Holyrood Road (Ft)	1245	1315	1345	1415	1445	1515	1545
Holyrood Rd (before Pleasance)	1247	1317	1347	1417	1447	1517	1547
Forrest Rd	1255	1325	1355	1425	1455	1525	1555
Holyrood Rd (before Pleasance)	1301	1331	1401	1431	1501	1531	1601
Holyrood Rd (Ft)	1307	1337	1407	1437	1507	1537	1607

Route:

Holyrood Road, Pleasance, West Richmond Street, Nicolson Street, Nicolson Square, Marshall Street, Potterrow, **Lothian Street** (return via Forrest Road, Bristo Place, then as outward route reversed. Turning manoeuvres via Holrood Gait roundabout).

Appendix 2: Tenders Received, Scores and Financial Implications.

Service	Tender	Cost/Quality Scores	Weekly Cost (£)	Annual Cost (£)	Cost over 4 Years (£)	% Multiplier Over Current Cost
18	**First Option 1**	66.0	8,640	449,280	1,797,120	533%
	First Option 2	56.1	11,470	596,440	2,385,760	709%
	First Option 3	53.9	12,350	642,200	2,568,800	763%
	First Option 3 (Alternative)	51.6	9,930	516,360	2,065,440	614%
	Lothian Buses Option 1	97.0	4,590	238,680	954,720	283%
	Lothian Buses Option 2	78.9	6,670	346,840	1,387,360	413%
	Lothian Buses Option 3	90.0	8,990	467,480	1,869,920	555%
	Lothian Buses Option 2 (Alternative)	65.9	6,670	346,840	1,387,360	413%
	Lothian Buses Option 3 (Alternative)	81.1	6,590	342,680	1,370,720	407%
60	**Lothian Buses**	N/A	1,350	70,200	280,800	N/A
68	**E&M Horsburgh**	42.9	3,016	156,832	627,328	223%
	Lothian Buses	78.5	1,915	99,580	398,320	142%
	Waverley Travel	86.9	1,410	73,320	293,280	104%

Appendix 3: Description of Alternative Tenders.

First Scotland East Option 3 Alternative Tender.

This Alternative Tender offered a 30-minute frequency of service Monday to Friday and a 60-minute frequency at the weekend (as the specification of Option 3 required). However, the route was curtailed from Kinnaird Park to the Royal Infirmary of Edinburgh (RIE). Such a curtailment fails to match the core specification of Option 3.

This Alternative Tender was offered at a cost of £9,930 per week (£516,360 per annum).

Lothian Buses plc Option 2 AlternativeTender.

This Alternative Tender builds upon the specification of Option 2 by extending the route from Fort Kinnaird to King's Road, Portobello via Brunstane. The proposed timetable appears in Appendix 4, and provides a 60-min. frequency each day.

This Alternative Tender was offered at a cost of £8,990 per week (£467,480 per annum).

Lothian Buses plc Option 3 Alternative Tender

This Alternative Tender builds upon the specification of Option 3 by extending the route from Fort Kinnaird to King's Road, Portobello via Brunstane. The proposed timetable appears in Appendix 4, and provides a 30-minute frequency each day.

This Alternative Tender was offered at a cost of £6,590 per week (£342,680 per annum).

Appendix 4: Proposed Timetables for Alternative Tenders.

First Scotland East Service 18 Option 3 Alternative Tender.

Monday to Friday (Saturday and Sunday timetable unchanged)

Gyle Centre	....	....	....	....	0600	0630	0657	0720	0758	0828	0858	0915	0945	1015	1045	1115	1145	1215	1245	1315
Edinburgh Park (Redheughs Avenue)	....	....	....	....	0602	0632	0700	0723	0801	0831	0901	0918	0948	1018	1048	1118	1148	1218	1248	1318
South Gyle Access	....	....	....	....	0606	0636	0704	0727	0806	0836	0906	0922	0952	1022	1052	1122	1152	1222	1252	1322
Westside Plaza	0433	0503	0528	0553	0613	0643	0712	0735	0814	0844	0914	0930	1000	1030	1100	1130	1200	1230	1300	1330
Clovenstone	0437	0507	0532	0557	0617	0647	0716	0742	0818	0848	0918	0934	1004	1034	1104	1134	1204	1234	1304	1334
Oxgangs Bank	0448	0518	0543	0608	0628	0659	0728	0754	0831	0901	0931	0947	1017	1047	1117	1147	1217	1247	1317	1347
Kaimes Crossroads	0455	0525	0550	0615	0635	0707	0737	0804	0840	0910	0940	0956	1026	1056	1126	1156	1226	1256	1326	1356
Hyvot's Bank	0459	0529	0554	0619	0639	0712	0742	0810	0846	0916	0946	1002	1032	1102	1132	1202	1232	1302	1332	1402
Royal Infirmary (Little France)	0506	0536	0601	0626	0646	0721	0751	0820	0855	0925	0955	1011	1041	1111	1141	1211	1241	1311	1341	1411

Gyle Centre	1345	1415	1445	1515	1545	1607	1637	1707	1737	1807	1837	1907
Edinburgh Park (Redheughs Avenue)	1348	1418	1448	1518	1548	1611	1641	1711	1741	1811	1840	1910
South Gyle Access	1352	1422	1452	1522	1552	1616	1646	1720	1747	1816	1844	1914
Westside Plaza	1400	1430	1500	1530	1600	1629	1659	1736	1801	1829	1853	1923
Clovenstone	1404	1434	1504	1534	1604	1633	1703	1740	1805	1833	1857	1927
Oxgangs Bank	1417	1447	1517	1547	1619	1648	1718	1753	1818	1845	1909	1939
Kaimes Crossroads	1426	1456	1526	1556	1631	1700	1730	1804	1829	1854	1918	1948
Hyvot's Bank	1432	1502	1532	1602	1637	1706	1736	1809	1834	1859	1923	1953
Royal Infirmary (Little France)	1441	1511	1541	1612	1647	1716	1746	1818	1843	1908	1932	2002

Royal Infirmary (Little France)	0510	0540	0607	0629	0655	0706	0730	0800	0835	0910	0945	1015	1045	1115	1145	1215	1245	1315	1345
Hyvot's Bank	0517	0547	0614	0636	0703	0718	0742	0812	0847	0920	0955	1025	1055	1125	1155	1225	1255	1325	1355
Kaimes Crossroads	0521	0551	0618	0640	0709	0725	0751	0822	0853	0926	1001	1031	1101	1131	1201	1231	1301	1331	1401
Oxgangs Bank	0528	0558	0625	0647	0717	0735	0808	0833	0905	0935	1010	1040	1110	1140	1210	1240	1310	1340	1410
Clovenstone	0538	0608	0635	0657	0728	0749	0822	0847	0918	0947	1022	1052	1122	1152	1222	1252	1322	1352	1422
Westside Plaza	0541	0611	0638	0700	0732	0753	0826	0851	0922	0951	1026	1056	1126	1156	1226	1256	1326	1356	1426
South Gyle Access	0548	0618	0645	0708	0744	0806	0840	0903	0931	1000	1035	1105	1135	1205	1235	1305	1335	1405	1435
Edinburgh Park (Redheughs Avenue)	0551	0621	0648	0711	0747	0810	0844	0907	0934	1003	1038	1108	1138	1208	1238	1308	1338	1408	1438
Gyle Centre	0554	0624	0651	0714	0752	0814	0847	0910	0937	1006	1041	1111	1141	1211	1241	1311	1341	1411	1441

Royal Infirmary (Little France)	1415	1450	1520	1550	1625	1655	1725	1755	1825	1850	1915	1935	2015
Hyvot's Bank	1425	1500	1530	1600	1637	1707	1737	1807	1835	1859	1924	1944	2024
Kaimes Crossroads	1431	1506	1537	1608	1645	1715	1744	1815	1840	1904	1929	1949	2029
Oxgangs Bank	1440	1515	1546	1617	1654	1724	1753	1824	1848	1912	1937	1957	2036
Clovenstone	1452	1527	1559	1630	1707	1737	1806	1836	1859	1923	1948	2008	2046
Westside Plaza	1456	1531	1603	1634	1711	1741	1810	1839	1902	1926	1951	2011	2049
South Gyle Access	1505	1540	1612	1644	1721	1751	1818	1847	....	....	....	....	....
Edinburgh Park (Redheughs Avenue)	1508	1543	1616	1648	1725	1755	1822	1851	....	....	....	....	....
Gyle Centre	1511	1546	1619	1652	1729	1759	1826	1854	....	....	....	....	....

Appendix 4: Proposed Timetables for Alternative Tenders (Cont.)

Lothian Buses plc Service 18 Option 2 AlternativeTender.

Monday to Friday

Gyle Centre	0500	0600	0630	0650	0720	0752	0825	0855	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436
Edinburgh Park at Redheughs	0502	0602	0632	0653	0723	0755	0828	0858	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439
South Gyle Access	0506	0606	0636	0657	0727	0800	0833	0903	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443
Westside Plaza	0513	0613	0643	0705	0735	0808	0841	0911	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451
Clovenstone	0517	0617	0647	0709	0742	0812	0845	0915	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455
Oxgangs Bank	0528	0628	0659	0721	0754	0825	0858	0928	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508
Kaimes Crossroads	0535	0635	0707	0729	0804	0834	0907	0937	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517
Hyvots Bank	0539	0639	0712	0734	0810	0840	0913	0943	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523
Royal Infirmary	0546	0646	0721	0743	0820	0850	0922	0952	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532
Hay Drive	0551	0651	0726	0749	0827	0857	0929	0959	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539
Fort Kinnaird	0554	0654	0729	0753	0831	0901	0933	1003	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543
Brunstane	0557	0658	0734	0758	0837	0907	0938	1008	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548
Portobello King's Road	0605	0707	0744	0810	0849	0918	0948	1018	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558
Marine roundabout	0606	0708	0745	0811	0850	0919	0949	1019	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559

Gyle Centre	1506	1536	1606	1640	1716	1746	1816	1846	1910	1936	2006	2106
Edinburgh Park at Redheughs	1509	1539	1610	1644	1720	1750	1820	1849	1913	1939	2009	2108
South Gyle Access	1513	1543	1615	1649	1729	1756	1825	1853	1917	1943	2013	2112
Westside Plaza	1521	1551	1628	1702	1745	1810	1836	1902	1926	1952	2022	2119
Clovenstone	1525	1555	1632	1706	1749	1814	1840	1906	1930	1956	2026	2122
Clovenstone	1525	1555	1632	1706	1749	1814	1840	1906	1930	1956	2026	2122
Oxgangs Bank	1538	1609	1647	1721	1804	1829	1852	1918	1942	2008	2037	2133
Kaimes Crossroads	1547	1621	1659	1733	1816	1839	1901	1927	1951	2017	2044	2140
Hyvots Bank	1553	1627	1705	1739	1822	1844	1906	1932	1956	2022	2049	2145
Royal Infirmary	1602	1637	1715	1749	1832	1853	1915	1941	2005	2031	2057	2153
Hay Drive	1609	1644	1722	1756	1839	1859	1921	1947	2011	2036	2102	2158
Fort Kinnaird	1613	1648	1726	1800	1843	1903	1925	1951	2015	2039	2105	2201
Brunstane	1618	1653	1731	1805	1847	1907	1929	1955	2019	2042	2108	2204
Portobello King's Road	1628	1703	1741	1815	1857	1917	1939	2005	2029	2050	2116	2212
Marine roundabout	1629	1704	1742	1816	1858	1918	1940	2006	2030	2051	2117	2213

Marine roundabout	0448	0518	0538	0607	0625	0644	0706	0733	0755	0822	0906	0936	1006	1036	1106	1136	1206	1236	1306
Portobello King's Road	0449	0519	0539	0608	0626	0645	0707	0735	0757	0824	0908	0938	1008	1038	1108	1138	1208	1238	1308
Brunstane	0458	0528	0548	0617	0635	0654	0716	0744	0807	0834	0918	0948	1018	1048	1118	1148	1218	1248	1318
Fort Kinnaird	0502	0532	0552	0621	0639	0658	0720	0748	0812	0839	0923	0953	1023	1053	1123	1153	1223	1253	1323
Hay Drive	0505	0535	0555	0624	0642	0702	0724	0752	0816	0843	0927	0957	1027	1057	1127	1157	1227	1257	1327
Royal Infirmary	0510	0540	0600	0629	0647	0708	0730	0800	0824	0851	0933	1003	1033	1103	1133	1203	1233	1303	1333
Hyvots Bank	0517	0547	0607	0636	0657	0718	0742	0812	0836	0903	0943	1013	1043	1113	1143	1213	1243	1313	1343
Kaimes Crossroads	0521	0551	0611	0640	0702	0725	0751	0822	0842	0909	0949	1019	1049	1119	1149	1219	1249	1319	1349
Oxgangs Bank	0528	0558	0618	0647	0710	0735	0806	0833	0853	0918	0958	1028	1058	1128	1158	1228	1258	1328	1358
Clovenstone	0538	0608	0628	0657	0721	0749	0825	0847	0907	0930	1010	1040	1110	1140	1210	1240	1310	1340	1410
Hailesland Road	0540	0610	0630	0659	0724	0752	0828	0850	0910	0933	1013	1043	1113	1143	1213	1243	1313	1343	1413
Westside Plaza	0541	0611	0631	0700	0725	0753	0829	0851	0911	0934	1014	1044	1114	1144	1214	1244	1314	1344	1414
South Gyle Access	0548	0618	0638	0708	0736	0806	0838	0903	0921	0943	1023	1053	1123	1153	1223	1253	1323	1353	1423
Edinburgh Park at Redheughs	0551	0621	0641	0711	0739	0810	0842	0907	0924	0946	1026	1056	1126	1156	1226	1256	1326	1356	1426
Gyle Centre	0554	0624	0644	0714	0744	0814	0845	0910	0927	0949	1029	1059	1129	1159	1229	1259	1329	1359	1429

Marine roundabout	1336	1406	1436	1506	1536	1606	1636	1706	1736	1808	1842	1942
Portobello King's Road	1338	1408	1438	1508	1538	1608	1638	1708	1738	1810	1843	1943
Brunstane	1348	1418	1448	1518	1548	1618	1648	1718	1748	1820	1851	1951
Fort Kinnaird	1353	1423	1453	1523	1553	1624	1654	1724	1754	1826	1856	1956
Hay Drive	1357	1427	1457	1527	1557	1628	1658	1728	1758	1830	1900	2000
Royal Infirmary	1403	1433	1503	1533	1604	1636	1706	1736	1806	1836	1906	2006
Hyvots Bank	1413	1443	1513	1543	1616	1648	1718	1748	1818	1845	1915	2015
Kaimes Crossroads	1419	1449	1519	1549	1624	1656	1726	1755	1825	1850	1920	2020
Oxgangs Bank	1428	1458	1528	1558	1633	1705	1735	1804	1833	1858	1928	2028
Clovenstone	1440	1510	1540	1610	1646	1718	1748	1817	1844	1909	1939	2038
Hailesland Road	1443	1513	1543	1613	1649	1721	1751	1819	1846	1911	1941	2040
Westside Plaza	1444	1514	1544	1614	1650	1722	1752	1820	1847	1912	1942	2041
South Gyle Access	1453	1523	1553	1624	1700	1732	1802	1828	1855	1920	1950	2048
Edinburgh Park at Redheughs	1456	1526	1556	1628	1704	1736	1806	1832	1859	1924	1954	2052
Gyle Centre	1459	1529	1559	1632	1708	1740	1810	1835	1902	1927	1957	2055

Appendix 4: Proposed Timetables for Alternative Tenders (Cont.)

Lothian Buses plc Service 18 Option 2 AlternativeTender

Saturday

Gyle Centre	0604	0657	0750	0850	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Edinburgh Park at Redheughs	0606	0659	0753	0853	0948	1048	1148	1248	1348	1448	1548	1648	1748	1847
South Gyle Access	0610	0703	0757	0857	0952	1052	1152	1252	1352	1452	1552	1652	1752	1851
Westside Plaza	0618	0711	0805	0905	1000	1100	1200	1300	1400	1500	1600	1700	1800	1859
Clovenstone	0621	0714	0808	0908	1004	1104	1204	1304	1404	1504	1604	1704	1804	1903
Clovenstone	0621	0714	0808	0908	1004	1104	1204	1304	1404	1504	1604	1704	1804	1903
Oxgangs Bank	0632	0725	0820	0920	1017	1117	1217	1317	1417	1517	1617	1717	1817	1915
Kaimes Crossroads	0639	0733	0829	0929	1026	1126	1226	1326	1426	1526	1626	1726	1826	1922
Hyvots Bank	0643	0738	0834	0934	1032	1132	1232	1332	1432	1532	1632	1732	1832	1927
Royal Infirmary	0650	0746	0842	0942	1041	1141	1241	1341	1441	1541	1641	1741	1840	1935
Hay Drive	0655	0752	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1846	1941
Fort Kinnaird	0658	0756	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1850	1945
Brunstane	0701	0800	0856	0956	1058	1158	1258	1358	1458	1558	1658	1758	1854	1949
Portobello King's Road	0709	0809	0905	1005	1108	1208	1308	1408	1508	1608	1708	1808	1904	1959
Marine roundabout	0710	0810	0906	1006	1109	1209	1309	1409	1509	1609	1709	1809	1905	2000

Marine roundabout	0538	0638	0718	0817	0917	1017	1115	1215	1315	1415	1515	1615	1715	1816	1949
Portobello King's Road	0539	0639	0719	0819	0919	1019	1117	1217	1317	1417	1517	1617	1717	1818	1950
Brunstane	0548	0648	0728	0828	0928	1028	1127	1227	1327	1427	1527	1627	1727	1828	1958
Fort Kinnaird	0552	0652	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	2002
Hay Drive	0555	0655	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	2006
Royal Infirmary	0600	0700	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	2012
Hyvots Bank	0607	0707	0751	0851	0951	1052	1152	1252	1352	1452	1552	1652	1752	1851	2021
Kaimes Crossroads	0611	0711	0756	0856	0958	1058	1158	1258	1358	1458	1558	1658	1757	1856	2026
Oxgangs Bank	0618	0718	0804	0904	1007	1107	1207	1307	1407	1507	1607	1707	1805	1904	2034
Clovenstone	0630	0730	0816	0916	1019	1119	1219	1319	1419	1519	1619	1719	1816	1915	2044
Clovenstone	0630	0730	0816	0916	1019	1119	1219	1319	1419	1519	1619	1719	1816	1915	2044
Hailesland Road	0631	0733	0819	0919	1022	1122	1222	1322	1422	1522	1622	1722	1818	1917	2046
Westside Plaza	0632	0734	0820	0920	1023	1123	1223	1323	1423	1523	1623	1723	1819	1918	2047
South Gyle Access	0639	0741	0827	0927	1032	1132	1232	1332	1432	1532	1632	1732	1826	1925	2054
Edinburgh Park at Redheughs	0642	0744	0830	0930	1035	1135	1235	1335	1435	1535	1635	1735	1829	1928	2057
Gyle Centre	0645	0747	0833	0933	1038	1138	1238	1338	1438	1538	1638	1738	1832	1931	2100

Sunday

Gyle Centre	1045	1145	1245	1345	1445	1545	1645	1745	1845
Edinburgh Park at Redheughs	1048	1148	1248	1348	1448	1548	1648	1748	1847
South Gyle Access	1052	1152	1252	1352	1452	1552	1652	1752	1851
Westside Plaza	1100	1200	1300	1400	1500	1600	1700	1800	1859
Clovenstone	1104	1204	1304	1404	1504	1604	1704	1804	1903
Clovenstone	1104	1204	1304	1404	1504	1604	1704	1804	1903
Oxgangs Bank	1117	1217	1317	1417	1517	1617	1717	1817	1915
Kaimes Crossroads	1126	1226	1326	1426	1526	1626	1726	1826	1922
Hyvots Bank	1132	1232	1332	1432	1532	1632	1732	1832	1927
Royal Infirmary	1141	1241	1341	1441	1541	1641	1741	1840	1935
Hay Drive	1148	1248	1348	1448	1548	1648	1748	1846	1941
Fort Kinnaird	1152	1252	1352	1452	1552	1652	1752	1850	1945
Brunstane	1158	1258	1358	1458	1558	1658	1758	1854	1949
Portobello King's Road	1208	1308	1408	1508	1608	1708	1808	1904	1959
Marine roundabout	1209	1309	1409	1509	1609	1709	1809	1905	2000

Marine roundabout	1115	1215	1315	1415	1515	1615	1715	1815	1948
Portobello King's Road	1117	1217	1317	1417	1517	1617	1717	1817	1949
Brunstane	1127	1227	1327	1427	1527	1627	1727	1827	1957
Fort Kinnaird	1132	1232	1332	1432	1532	1632	1732	1832	2001
Hay Drive	1136	1236	1336	1436	1536	1636	1736	1836	2005
Royal Infirmary	1142	1242	1342	1442	1542	1642	1742	1842	2011
Hyvots Bank	1152	1252	1352	1452	1552	1652	1752	1851	2020
Kaimes Crossroads	1158	1258	1358	1458	1558	1658	1757	1856	2025
Oxgangs Bank	1207	1307	1407	1507	1607	1707	1805	1904	2033
Clovenstone	1219	1319	1419	1519	1619	1719	1816	1915	2043
Clovenstone	1219	1319	1419	1519	1619	1719	1816	1915	2043
Hailesland Road	1222	1322	1422	1522	1622	1722	1818	1917	2045
Westside Plaza	1223	1323	1423	1523	1623	1723	1819	1918	2046
South Gyle Access	1232	1332	1432	1532	1632	1733	1826	1925	2053
Edinburgh Park at Redheughs	1235	1335	1435	1535	1635	1736	1829	1928	2056
Gyle Centre	1238	1338	1438	1538	1638	1739	1832	1931	2059

Appendix 4: Proposed Timetables for Alternative Tenders (Cont.)

Lothian Buses plc Service 18 Option 3 Alternative Tender

Monday to Friday

Gyle Centre	—	—	—	—	—	0600	0630	0657	0720	0758	0834	0915	0945	1015	1045	1115	1145	1215	1245
Edinburgh Park at Redheughs	—	—	—	—	—	0602	0632	0700	0723	0801	0837	0918	0948	1018	1048	1118	1148	1218	1248
South Gyle Access	—	—	—	—	—	0606	0636	0704	0727	0806	0842	0922	0952	1022	1052	1122	1152	1222	1252
Westside Plaza	0413	0443	0513	0533	0553	0613	0643	0712	0735	0814	0850	0930	1000	1030	1100	1130	1200	1230	1300
Clovenstone	0417	0447	0517	0537	0557	0617	0647	0716	0742	0818	0854	0934	1004	1034	1104	1134	1204	1234	1304
Oxgangs Bank	0428	0458	0528	0548	0608	0628	0659	0728	0754	0831	0907	0947	1017	1047	1117	1147	1217	1247	1317
Kaimes Crossroads	0435	0505	0535	0555	0615	0635	0707	0737	0804	0840	0916	0956	1026	1056	1126	1156	1226	1256	1326
Hyvots Bank	0439	0509	0539	0559	0619	0639	0712	0742	0810	0846	0922	1002	1032	1102	1132	1202	1232	1302	1332
Royal Infirmary	0446	0516	0546	0606	0626	0646	0721	0751	0820	0855	0931	1011	1041	1111	1141	1211	1241	1311	1341
Hay Drive	0451	0521	0551	0611	0631	0651	0726	0757	0827	0902	0938	1018	1048	1118	1148	1218	1248	1318	1348
Fort Kinnaird	0454	0524	0554	0614	0634	0654	0729	0801	0831	0906	0942	1022	1052	1122	1152	1222	1252	1322	1352

Gyle Centre	1315	1345	1415	1445	1515	1545	1607	1637	1707	1737	1807	1837	1907
Edinburgh Park at Redheughs	1318	1348	1418	1448	1518	1548	1611	1641	1711	1741	1811	1840	1910
South Gyle Access	1322	1352	1422	1452	1522	1552	1616	1646	1720	1747	1816	1844	1914
Westside Plaza	1330	1400	1430	1500	1530	1600	1629	1659	1736	1801	1829	1853	1923
Clovenstone	1334	1404	1434	1504	1534	1604	1633	1703	1740	1805	1833	1857	1927
Oxgangs Bank	1347	1417	1447	1517	1547	1618	1648	1718	1753	1818	1845	1909	1939
Kaimes Crossroads	1356	1426	1456	1526	1556	1630	1700	1730	1804	1829	1854	1918	1948
Hyvots Bank	1402	1432	1502	1532	1602	1636	1706	1736	1809	1834	1859	1923	1953
Royal Infirmary	1411	1441	1511	1541	1611	1646	1716	1746	1818	1843	1908	1932	2002
Hay Drive	1418	1448	1518	1548	1618	1653	1723	1753	1825	1849	1914	1938	2008
Fort Kinnaird	1422	1452	1522	1552	1622	1657	1727	1757	1829	1853	1918	1942	2012

Fort Kinnaird	0502	0532	0559	0621	0643	—	0720	0745	0824	0858	0931	1001	1031	1101	1131	1201	1231	1301	1331
Hay Drive	0505	0535	0602	0624	0647	—	0724	0749	0828	0902	0935	1005	1035	1105	1135	1205	1235	1305	1335
Royal Infirmary	0510	0540	0607	0629	0653	—	0730	0757	0836	0910	0941	1011	1041	1111	1141	1211	1241	1311	1341
Hyvots Bank	0517	0547	0614	0636	0703	0718	0742	0809	0848	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351
Kaimes Crossroads	0521	0551	0618	0640	0709	0725	0751	0819	0854	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357
Oxgangs Bank	0528	0558	0625	0647	0717	0735	0808	0830	0905	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406
Clovenstone	0538	0608	0635	0657	0728	0749	0822	0844	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Hailesland Road	0540	0610	0637	0659	0731	0752	0825	0847	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421
Westside Plaza	0541	0611	0638	0700	0732	0753	0826	0848	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422
South Gyle Access	0548	0618	0645	0708	0744	0806	0840	0900	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431
Edinburgh Park at Redheughs	0551	0621	0648	0711	0747	0810	0844	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434
Gyle Centre	0554	0624	0651	0714	0752	0814	0847	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437

Fort Kinnaird	1401	1431	1501	1541	1611	1641	1711	1741	1810	1840	1900	1925	1955
Hay Drive	1405	1435	1505	1545	1615	1645	1715	1745	1814	1844	1904	1929	1959
Royal Infirmary	1411	1441	1511	1551	1623	1653	1723	1753	1822	1850	1910	1935	2005
Hyvots Bank	1421	1451	1521	1601	1635	1705	1735	1805	1833	1859	1919	1944	2014
Kaimes Crossroads	1427	1457	1527	1609	1643	1713	1743	1813	1838	1904	1924	1949	2019
Oxgangs Bank	1436	1506	1536	1618	1652	1722	1752	1822	1846	1912	1932	1957	2027
Clovenstone	1448	1518	1548	1631	1705	1735	1804	1834	1857	1923	1943	2008	2037
Clovenstone	1448	1518	1548	1631	1705	1735	1804	1834	1857	1923	1943	2008	2037
Hailesland Road	1451	1521	1551	1634	1708	1738	1806	1836	1859	1925	1945	2010	2039
Westside Plaza	1452	1522	1552	1635	1709	1739	1807	1837	1900	1926	1946	2011	2040
South Gyle Access	1501	1531	1601	1645	1719	1749	1815	1845	—	—	—	—	—
Edinburgh Park at Redheughs	1504	1534	1605	1649	1723	1753	1819	1849	—	—	—	—	—
Gyle Centre	1507	1537	1609	1653	1727	1757	1823	1852	—	—	—	—	—

Lothian Buses plc Service 18 Option 3 Alternative Tender

Saturday

Gyle Centre	—	—	—	—	—	0750	0820	0850	0920	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Edinburgh Park at Redheughs	—	—	—	—	—	0753	0823	0853	0923	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
South Gyle Access	—	—	—	—	—	0757	0827	0857	0927	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422
Westside Plaza	0515	0625	0645	0705	0735	0805	0835	0905	0935	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430
Clovenstone	0518	0628	0648	0708	0738	0808	0838	0908	0938	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434
Oxgangs Bank	0529	0639	0659	0720	0750	0820	0850	0920	0950	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447
Kaimes Crossroads	0536	0646	0706	0729	0759	0829	0859	0929	0959	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456
Hyvots Bank	0540	0650	0710	0734	0804	0834	0904	0934	1004	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502
Royal Infirmary	0547	0657	0717	0742	0812	0842	0912	0942	1012	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511
Hay Drive	—	—	—	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518
Fort Kinnaird	—	—	—	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522

Gyle Centre	1445	1515	1545	1615	1645	1715	1745	1815	—
Edinburgh Park at Redheughs	1448	1518	1548	1618	1648	1718	1748	1818	—
South Gyle Access	1452	1522	1552	1622	1652	1722	1752	1822	—
Westside Plaza	1500	1530	1600	1630	1700	1730	1800	1830	1925
Clovenstone	1504	1534	1604	1634	1704	1734	1804	1834	1929
Oxgangs Bank	1517	1547	1617	1647	1717	1747	1817	1846	1941
Kaimes Crossroads	1526	1556	1626	1656	1726	1756	1826	1853	1948
Hyvots Bank	1532	1602	1632	1702	1732	1802	1832	1858	1953
Royal Infirmary	1541	1611	1641	1711	1741	1811	1840	1906	2001
Hay Drive	1548	1618	1648	1718	1748	1818	1846	1912	—
Fort Kinnaird	1552	1622	1652	1722	1752	1822	1850	1916	—

Fort Kinnaird	—	—	—	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531
Hay Drive	—	—	—	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535
Royal Infirmary	0550	0700	0723	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541
Hyvots Bank	0557	0707	0730	0820	0850	0920	0950	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551
Kaimes Crossroads	0601	0711	0735	0825	0855	0925	0955	1028	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557
Oxgangs Bank	0608	0718	0743	0833	0903	0933	1003	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606
Clovenstone	0620	0730	0755	0845	0915	0945	1015	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618
Hailesland Road	0621	0732	0758	0848	0918	0948	1018	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621
Westside Plaza	0622	0733	0759	0849	0919	0949	1019	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622
South Gyle Access	—	0740	0806	0856	0926	0956	1026	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631
Edinburgh Park at Redheughs	—	0743	0809	0859	0929	0959	1029	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634
Gyle Centre	—	0746	0812	0902	0932	1002	1032	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637

Fort Kinnaird	1601	1631	1701	1731	1801	1832	1902	1932	—
Hay Drive	1605	1635	1705	1735	1805	1836	1906	1936	—
Royal Infirmary	1611	1641	1711	1741	1811	1842	1912	1942	2012
Hyvots Bank	1621	1651	1721	1751	1821	1851	1921	1951	2021
Kaimes Crossroads	1627	1657	1727	1756	1826	1856	1926	1956	2026
Oxgangs Bank	1636	1706	1735	1804	1834	1904	1934	2004	2034
Clovenstone	1648	1718	1746	1814	1844	1914	1944	2014	2044
Hailesland Road	1651	1721	1748	1816	1846	1916	1946	2016	2046
Westside Plaza	1652	1722	1749	1817	1847	1917	1947	2017	2047
South Gyle Access	1701	1731	1756	—	—	—	—	—	—
Edinburgh Park at Redheughs	1704	1734	1759	—	—	—	—	—	—
Gyle Centre	1707	1737	1802	—	—	—	—	—	—

Appendix 4: Proposed Timetables for Alternative Tenders (Cont.)

Lothian Buses plc Service 18 Option 3 Alternative Tender

Sunday

Gyle Centre	—	—	—	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	—
Edinburgh Park at Redheughs	—	—	—	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	—
South Gyle Access	—	—	—	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752	—
Westside Plaza	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1925
Clovenstone	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1929
Oxgangs Bank	1046	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1941
Kaimes Crossroads	1055	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1948
Hyvots Bank	1100	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1953
Royal Infirmary	1109	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1840	2001
Hay Drive	1116	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1846	—
Fort Kinnaird	1120	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752	1822	1850	—

Fort Kinnaird	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1831	—
Hay Drive	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	—
Royal Infirmary	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841	2012
Hyvots Bank	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	2021
Kaimes Crossroads	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1756	1826	1856	2026
Oxgangs Bank	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1735	1804	1834	1904	2034
Clovenstone	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1746	1815	1845	1914	2044
Hailesland Road	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1748	1817	1847	1916	2046
Westside Plaza	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1749	1818	1848	1917	2047
South Gyle Access	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1732	1756	—	1855	—	—
Edinburgh Park at Redheughs	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1735	1759	—	1858	—	—
Gyle Centre	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1738	1802	—	1901	—	—

Transport and Environment Committee

10am, Tuesday, 14 January 2014

Street Lighting – Result of White Light Pilot Project

Item number	7.10
Report number	
Wards	All

Links

Coalition pledges	P44, P49, P50
Council outcomes	CO18, CO19, CO21
Single Outcome Agreement	SO1, SO4

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Executive summary

Street Lighting – Result of White Light Pilot Project

Summary

The Council currently has approximately 63,418 street lights. The cost of this electricity consumption is currently £2.97m per year.

Energy costs continue to rise and are expected to double within 10 years. The Street Lighting team are considering the new technologies, currently available on the market, to try and identify lighting design solutions which mitigate the current and future financial pressures.

A pilot project commenced in October 2012 across four separate residential areas. The objective of the project was to pilot different technologies. The lamps were installed in the autumn and winter of 2012/13 in order to inform future Council policy with regards to street lighting. Customer feedback was gathered during the Spring/Summer of 2013.

The Council also currently maintains stair lighting in most tenements in Edinburgh. This service is provided to an estimated 55,000 properties in around 14,100 tenements. The cost of this service is just over £2.20m per year, including energy costs of around £0.80m a year. Through a minor stair upgrading programme, just over 500 LED light fittings have been installed in stairs across the city.

Recommendations

It is recommended that the Transport and Environment Committee:

1   notes the content of the report;

2   notes that the results of the consultation show that all light types used in the pilots met with the approval of residents and residents in adjoining streets;

3   notes that further trials of variable lighting will be carried out;

4   notes that further business cases and models, to upgrade the remaining stock, will be reported to committee; and

5   approves the proposals to use energy efficient white light technologies in all future Street Lighting installations, choosing the design solution which best optimises energy savings, using LED's and PLL as the primary design solution.

Measures of success

Success will be measured by a sustained reduction in electricity consumption, reduced energy costs and carbon usage reduction.

Financial impact

The current annual budget for Street Lighting energy consumption is £2.97m for 2013/14.

Maximising the use of white light technologies will mitigate against future increases in costs and greatly contribute to the reduction of the lighting energy bill.

Reduction in energy consumption also directly reduces the Council's carbon emissions. The inclusion of street lighting within the Carbon Reduction Commitment (CRC) scheme from April 2014 will incur an anticipated fee to the Council of approximately £245,600 per annum. The introduction of lower energy lighting can make savings to help lessen the impact of the CRC tax.

Equalities impact

Improving the street lighting asset will positively contribute to the delivery of the Equality Act 2010 for all of the protected characteristics and will improve the lives and safety of all residents and visitors to the city.

The change from old yellow light to new white light lanterns has been proven to enhance community safety and will contribute to the right for physical security.

Sustainability impact

The new lamps, dependent upon type, can last from 5 to 20 years compared to the existing lamp's current life span of 2 to 4 years. These lamps use less energy, therefore securing savings in the lighting energy bill and future carbon tax.

Modern lamps and lanterns are manufactured in accordance with the Waste Electrical and Electronic Equipment (WEEE) Regulations taking account of all required environmental regulations and can be recycled at the end of their life helping the Council meet its carbon footprint and environmental targets.

Further to this, aluminium columns are now the first choice in street lighting designs as they require no ongoing maintenance and have a design life of more than 50 years, compared to 30 years for steel and concrete. These columns are manufactured from recycled aluminium and they can be recycled again at the end of their life.

Consultation and engagement

Following the installation of white lighting in the four pilot areas, an extensive door to door public consultation exercise was carried out on behalf of the Council by "Knowledge Partnership".

471 households were interviewed throughout the pilot areas and the average high level results are as follows:-

89% were satisfied with the new lights.

83% think the brightness is 'about right'.

78% agree that the new lighting is better than the old lighting whilst 50% agree that it enables them to distinguish colours better.

Background reading/external references

Briefing Note to local Councillors October 2012

Report

Street Lighting – Result of White Light Pilot Project

1. Background

1.1 The Council currently has approximately 63,418 street lights and pays £2.97m for electricity consumption per year.

1.2 Currently only 15% of the Council's street lighting utilises white light technology.

1.3 Energy costs continue to rise and are expected to double within 10 years.

1.4 Street lighting will be included in the Carbon Reduction Commitment tax from April 2014 and will therefore pay Carbon Tax on lighting energy consumption. Current estimates indicate that this will be in the region of £245,600 per annum.

1.5 The use of modern white light technologies can allow the Council to reduce its consumption profile and assist with mitigating the expected rise in energy and carbon costs.

2. Main report

Progress Made to Date

2.1 In October 2012, the Council's Street Lighting section installed three different types of energy efficient white lighting in four locations within the city in a pilot scheme to trial new lamp technologies.

The sites were Saughton Mains (one location) and Gilmerton Dykes (three locations).

The three different types of white lighting were:

- Ceramic Metal Halide discharge lamps (CMH)
- Outdoor Long Life Fluorescent Lighting (PLL)
- Light Emitting Diodes (LED)

2.2 Two different sizes of LED's were used in Gilmerton Dykes, 41watt and 49watt.

2.3 The project used energy saving equipment to replace existing less efficient materials that had reached the end of their design life.

2.4 271 lights were changed and approximately 988 households were affected by the new lights.

2.5 In three of the four areas, a 'control' street was left with the existing type of lighting to provide a contrast and a reminder for residents of the previous style of lighting. Lighting levels in one area were reduced at all times through the use of variable lighting. This trial received a mixed reception and it is anticipated that further trials of this technology will be required before its suitability as an energy reduction measure can be evaluated. This may involve trials of variable lighting from late evening onwards to early morning as this may prove to be more acceptable to customers.

2.6 Prior to the commencement of the pilot projects residents were notified of the reason for the projects and they were informed that they would be asked for their opinions on the change of lighting following the winter period.

Current Position

2.7 The lighting in the pilot areas remains operational.

2.8 The introduction of these new technologies is a significant change from the majority of the existing street lighting infrastructure in Edinburgh. For this reason it was important that the opinions of residents in pilot areas was sought.

2.9 The Customer Feedback survey was carried out by a company called Knowledge Partnership with results broken down into levels of satisfaction for each trial area. Individual comments were also sought from residents.

2.10 In summary across all four pilot areas 89% are satisfied with the new lights, 83% think the brightness is 'about right', 78% agree that the new lighting is better than the old lighting. 50% agree that it enables them to distinguish colours better. Further detailed information can be found in Appendix 1.

2.11 Carrying out the pilot project and the survey has enabled the local residents to inform how the Street Lighting service should be delivered in the future.

2.12 Modern street lights have the ability to direct their light output on to roads and pavements where it is required, with the benefit of consuming less energy, reducing light pollution and contributing to clearer night skies.

Findings from the Pilot

2.13

Pilot & Technology	Expected Lamp Life	Carbon Footprint/ Lamp/ Annum	Energy Saving/ Lamp (%) (ii)	Customer Satisfaction (i)	Material Cost
Saughton (CMH)	4 years	126Kg	3.5%	94.5%	£198
Gilmerton Dykes 1 (41w LED)	20 Years	92Kg	29.3%	85%	£386
Gilmerton Dykes 2 (49w LED)	20 Years	111Kg	15.5%	88.9%	£420
Gilmerton Dykes 3 (PLL)	10 Years	81Kg	37.9%	89.5%	£124

Notes:

(i) Customer Satisfaction shows residents who were Very Satisfied or Fairly Satisfied with the new Street Lighting.

(ii) Each pilot area was different in size and the new White Lights replaced different types of "old" lighting, therefore for the purposes of this report, the Energy Savings per lamp has been calculated by comparing each of the new White Lights with the same type and size of "old" light.

2.14 Saughton received the highest level of Customer Satisfaction and Gilmerton Dykes 3 had the cheapest material cost. However, based on all of the above information, including expected lamp life, LED's and PLLs will be the primary design solutions. In general terms all main roads will likely be LED schemes and residential streets will likely be PLL schemes. The decision on which technology to use will be a fundamental consideration at the design stage and will be dependant on not only energy savings but a number of technical factors and be primarily based on a whole life costing approach.

Risk Assessment

2.15 Pre-installation of the pilots, there were concerns about the better control of light output of the new white light technologies, particularly LED's, resulting in less light spillage, which in turn would result in residents private paths not being well enough lit. However, the survey results showed a high degree of satisfaction with the new lighting, with only a few areas of concern with regard to some local issues. These issues will be taken into consideration when designing future projects with white lighting.

2.16 The availability of lanterns, such as LED, is a risk in any future projects, mainly due to a high demand globally and from other authorities wishing to make similar savings. Future projects should therefore be planned with sufficient timescales to allow procurement lead times to be accommodated.

Financial Implications

2.17 The cost of the pilot was £74,720.

2.18 Energy savings for the project areas ranged from 3.5% to 37.9% with a corresponding reduction in carbon emissions.

2.19 It is acknowledged that the initial purchase cost of these new technologies is high. In order to obtain large energy savings additional funding will be required. The Street Lighting section, working with Financial Services, has recently received approval for £2.1m funding through Salix to allow a further 6,000 street lights to be converted to LED, city wide. These works are planned to start in February 2014 and will be completed during September 2014. It is anticipated that this project will save approximately £280,000 per annum in energy costs with a return on investment of less than 8 years. A report will be provided to the Finance and Resources Committee on 16 January 2014.

2.20 Salix Finance Limited is an independent, not for profit, company funded by the Department for Energy and Climate Change, the Welsh Assembly Government and the Scottish Government via the Carbon Trust. Their borrowing interest rate is 0%.

2.21 In addition to the Salix proposal, a 'spend to save' proposal was progressed to install white light lanterns on a number of main roads. These two initiatives will result in approximately 24% of the City's street lighting being upgraded to energy efficient white light sources. To follow on from these, the intention is to develop further business cases and models to upgrade the remaining lighting stock. These would start to be prepared in early 2014 and will be reported to Committee in due course.

2.22 To give some context to the possible savings resulting from a wholesale upgrade to LED and PLL across the city, the table below shows theoretical potential savings. These could be achieved by changing all other lamps not included in the recent white light pilot scheme, 'spend to save' project or the proposed Salix project, which affects 9,782 lamps. These savings are based on the principles detailed in 2.14 above, that main roads will likely be LED schemes and residential streets will likely be PLL schemes. There are 25,988 main road lamps and 27,648 residential street lamps included in this analysis. It should be noted that the Carbon tax costs for the excluded 9,782 lamps is £52,826.

Lamp type	Number of lamps	Electricity Consumption Costs	Carbon Tax Costs
Existing main road lamps	25,988	£1,513,079.00	£119,066.00
LED Conversions	25,988	£674,225.70	£53,055.43
Theoretical potential LED Savings		**£838,853.30**	**£66,010.57**
Existing residential street lamps	27,648	£936,673.00	£73,708.00
PLL Conversions	27,648	£540,704.67	£42,548.54
Theoretical potential PLL Savings		**£395,968.33**	**£31,159.46**
Total theoretical potential Savings		**£1,234,821.63**	**£97,170.03**

2.23 Obviously, detailed designs will have to be completed for each scheme to determine the best 'whole life cost solution' and additional budget will need to be sourced to fund these works. The above table, however, does show that there is potential for significant savings to be made in electricity consumption and Carbon tax costs.

Stair Lighting

2.24 Stair lighting is another area in which LED conversion could generate savings to the Council for energy and maintenance costs. The Council currently maintains stair lighting in most tenements in Edinburgh. This service is provided to an estimated 55,000 properties in around 14,100 tenements. The cost of this service is just over £2.20m per year, including energy costs of around £0.80m a year.

2.25 Through a minor stair upgrading programme, around 500 LED light fittings have been installed in communal stairs across the city. Two multi-storey blocks have also been upgraded with LED light fittings.

2.26 The installation of LED light fittings in all tenements would cost approximately £7.50m with anticipated energy and maintenance savings of £0.55m and £0.70m per annum respectively. A review of the options for funding these improvements will take place in 2014.

3.   Recommendations

3.1 It is recommended that the Transport and Environment Committee:

   3.1.1 notes the content of the report;

   3.1.2 notes that the results of the consultation show that all light types used in the pilots met with the approval of adjoining residents;

   3.1.3 notes that further trials of variable lighting will be carried out;

   3.1.4 notes that further business cases and models, to upgrade the remaining lighting stock, will be reported to committee; and

   3.1.5 approves the proposals to use energy efficient white light technologies in all future Street Lighting installations, choosing the design solution which best optimises energy savings, using LED's and PLL as the primary design solutions.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	**P44** – Prioritise keeping our streets clean and attractive.
	P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill.
	P50 – Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	**CO18** – Green – We reduce the local environmental impact of our consumption and production.
	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.
	CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city .
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 1 - Survey Results

Appendix 1 -Street Lighting - Result of White Light Pilot Project

Compared to the street lights replaced in November, would you say that the current street lighting provides?

	Pilot area				
	Gilmerton Dykes 1	Gilmerton Dykes 2	Gilmerton Dykes 3	Saughton Mains	Total
Much better lighting	70.1%	57.6%	54.8%	66.1%	62.3%
Slightly better lighting	7.5%	21.2%	22.1%	11.0%	15.3%
Neither/nor	2.8%	11.1%	9.6%	15.6%	9.8%
Slightly worse lighting	4.7%	3.0%	1.9%	2.8%	3.1%
Much worse lighting	4.7%	5.1%	1.9%	1.8%	3.3%
Don't know	10.3%	2.0%	9.6%	2.8%	6.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Would you say your current street lighting was?

	Pilot area				
	Gilmerton Dykes 1	Gilmerton Dykes 2	Gilmerton Dykes 3	Saughton Mains	Total
Too dim	15.0%	5.1%	5.8%	11.0%	9.3%
About right	78.5%	83.8%	84.6%	87.2%	83.5%
Too bright	3.7%	10.1%	1.0%	1.8%	4.1%
Don't know	2.8%	1.0%	8.7%		3.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Would you say your current street lighting?

	Pilot area				
	Gilmerton Dykes 1	Gilmerton Dykes 2	Gilmerton Dykes 3	Saughton Mains	Total
Allows you to distinguish colours better	41.1%	49.5%	51.9%	56.9%	49.9%
Doesn't make any difference	18.7%	42.4%	27.9%	41.3%	32.5%
Makes it more difficult to distinguish colours	3.7%	4.0%	8.7%		4.1%
Don't know	36.4%	4.0%	11.5%	1.8%	13.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Taking everything into account, how satisfied or dissatisfied are you with the current street lighting in your street?

	Pilot area				
	Gilmerton Dykes 1	Gilmerton Dykes 2	Gilmerton Dykes 3	Saughton Mains	Total
Very satisfied	65.4%	59.6%	55.8%	72.5%	63.5%
Fairly satisfied	19.6%	29.3%	33.7%	22.0%	26.0%
Neither/nor	1.9%	5.1%	4.8%	1.8%	3.3%
Fairly dissatisfied	4.7%	1.0%	1.9%	2.8%	2.6%
Very dissatisfied	5.6%	5.1%	1.9%	.9%	3.3%
Don't know	2.8%		1.9%		1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Why are you dissatisfied with your street lighting? (in response to previous question)

	Pilot area				Total
	Gilmerton Dykes 1	Gilmerton Dykes 2	Gilmerton Dykes 3	Saughton Mains	
(positive responses)	88.8%	94.9%	96.2%	96.3%	94.0%
Awfully dark	.9%				.2%
Brighter with old lighting; distance between lights makes dark patches in-between	.9%				.2%
Could do with another light; mother fell when coming in over steps from pavement	.9%				.2%
Doesn't light up whole street	.9%				.2%
Eerie; don't give as much light as old ones; just shine down; no spread of light	.9%				.2%
Far too dark	.9%				.2%
It's horrible; far too bright; comes straight into the house; it's the positioning of it		1.0%			.2%
It's very dark; not so good as old ones			1.0%		.2%
Light shines down; dark patches between the lights		1.0%			.2%
Lights are a lot darker than the old ones			1.0%		.2%
More eerie and vandalism; doesn't feel safe; a bit colder	.9%				.2%
Not bright enough	.9%				.2%
Not bright enough; not enough of them				.9%	.2%
Not seen them on	.9%				.2%
Not very good but very light		1.0%			.2%
Now have dark patches when we didn't before; only light where lights are; horror now of walking back at night; good for cars parking can see them in light	.9%				.2%
Ok for motorists and roads; but dark for seeing houses	.9%				.2%
Only light small bit; under lamp posts; not whole street	.9%				.2%
The lights are always out			1.0%		.2%
The old ones were a lot better; you could see better		1.0%			.2%
They are dimmer than the old ones				.9%	.2%
They are not bright enough; its just comes down; it doesn't go side to side			1.0%		.2%
They are not strong enough in winter				.9%	.2%
They are too bright				.9%	.2%
Too bright; cant even turn the corner with the cars		1.0%			.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%