

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Edinburgh Street Design Guidance - Draft for Consultation

Item number	7.3
Report number	
Wards	All

Links

Coalition pledges	P31 P40
Council outcomes	C07 C08 C09 C019 C026
Single Outcome Agreement	S01 S02 S04

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Executive summary

Edinburgh Street Design Guidance - Draft for Consultation

Summary

The purpose of this report is to seek the Committee's approval of new consolidated Street Design Guidance in draft for consultation. The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. It signifies a move away from a system designed to meet the needs of motor vehicles in favour of a focus on place making. The new guidance will complement the Edinburgh Design Guidance, and help to achieve the Council's wider policy objectives.

The Council has been at the forefront of developing design guidance for streets, producing the Edinburgh Streetscape Manual in 1995 and the Edinburgh Standards for Streets in 2007.

The Edinburgh Street Design Guidance comprises three parts. Part A, the Introduction, sets out the context within which the guidance is set and establishes the goals, values and objectives for street design within Edinburgh.

Part B, the Design section and Part C, Detailed Design Manual define a street typology for Edinburgh together with design principles that will guide new street development and changes to the existing network. Detailed fact sheets and technical information will draw together a range of Council information into one place, assisting in bringing co-ordination to street maintenance and improvements.

Consultation will take place on the draft guidance, which will include focused sessions and feedback from designers and particular users of streets. The guidance will also be road-tested by practitioners and officers, the outcome of which will inform the final version of the guidance.

The guidance serves two principal purposes: (1) to ensure that new development proposals comply with planning policy objectives and (2) to ensure that the Council's responsibilities under roads and transport legislation including the delivery of public realm comply with government policy. For this reason, it must be approved by both the Planning Committee and the Transport and Environment Committee for these separate and distinct purposes in accordance with the Terms of Reference of those Committees.

Recommendations

It is recommended that the Committee:

- 1 notes the Planning Committee approval of the Edinburgh Street Design Guidance in draft for consultation; and
- 2 approves the Guidance, for consultation in respect of transport and public realm matters, within its Terms of Reference.

Measures of success

The design of existing and new streets in Edinburgh complies with the objectives of Designing Streets.

Financial impact

The rationalisation of design guidance will provide greater certainty to both maintenance and capital programmes and in budgeting for new developments.

There will be no direct financial impact arising from this report. However when finalised, the Edinburgh Street Design Guidance will influence the costs associated with the implementation and delivery of street improvements.

Equalities impact

Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence.

Improvements to streets would result in enhancements of equalities and rights with benefits:

- to health, for example, through new public spaces and active travel;
- to individual, family and social life, for example, through provision of public seating, walking and cycling and the provision of shared spaces;
- to legal security, for example, through clear signage and regulation information;
- to physical security, for example, through safer places with improved layouts and lighting; and
- to age and disability, for example, through better use of materials, layouts and legibility of public streets and spaces.

Although it is not possible to provide technical details at this stage, the guidance will acknowledge the rights issues such as health from pollution, for example, ensuring that design solutions seek to improve the effects.

Overall, there would be no adverse equalities and rights impacts arising from this report.

Sustainability impact

- The proposals in this report will help to reduce carbon emissions, for example, using street furniture such as new street lighting which seeks to reduce energy and use improved materials. The principles for the street framework also include measures to improve traffic flows and improve pedestrian space.
- The proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and sources that are local to the area.
- The proposals in this report will help achieve a sustainable Edinburgh through the application of values to promote sustainable design which will include measures to improve technology, the use of better materials and help to increase pedestrian and cycle priority thereby assisting in the reduction of car use.
- The proposals in this report will help achieve a sustainable Edinburgh as improvements to streets and places are recognised as being a key to economic wellbeing.
- The proposals in this report will assist in improving social justice by improving street design and places to cater for all users and increasing accessibility for all.

Consultation and engagement

Consultation was undertaken during the preparation of the draft Edinburgh Street Design Guidance. Further consultation will take place during the public consultation period that will be used to inform the final version of the guidance. A Consultation Plan is provided in Appendix 2 of the main report.

Background reading/external references

- Movement and Development, Planning Guidance 2000
- Bus Friendly Design Guide, 2005
- Edinburgh Standards for Streets, 2007
- Edinburgh Public Realm Strategy, 3 December 2009
- Designing Streets, Scottish Government Policy Statement, 2011
- Edinburgh Design Guidance, 2012
- Local Transport Strategy 2014-19
- Active Travel Action Plan, 2013

Edinburgh Street Design Guidance - Draft for Consultation

1. Background

Designing Streets Policy Statement

- 1.1 Designing Streets, the first policy statement in Scotland for street design, was published by the Scottish Government in 2010. It set out a change in the emphasis on the guidance on street design. It signalled a move away from a system designed to meet the needs of motor vehicles in favour of a focus on place making. It has been created to support the Scottish Government's place-making agenda and is intended to complement the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering well designed places.
- 1.2 Designing Streets seeks to change the way street design is undertaken and how it sits within the statutory process, ensuring there is a link between planning and transport legislation. In particular it states:
 - Street design must consider place before movement.
 - Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
 - Street design should meet the six qualities of successful places, as set out in Designing Places.
 - Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
 - Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.
- 1.3 Designing Streets requires local authorities to develop guidance for streets at a local level. This provides an opportunity to develop local guidance that brings together planning and transport agendas corporately, aligning both project and process arrangements in the delivery of improvements to streets.
- 1.4 The Council's Public Realm Strategy already provides the context to good design in the city's public spaces, demonstrating the Council's commitment to providing high quality, coherent and co-ordinated public realm.

- 1.5 The Street Design Guidance will form one of the six new pieces of consolidated non-statutory guidance. It will be complementary to the themes of the Edinburgh Design Guidance; design quality and context, building design, and landscape and biodiversity.

Current street design guidance

- 1.6 The Council currently controls street design through The Edinburgh Standards for Streets and through detailed roads guidance, Movement and Development. These documents guide developers and the Council's own Roads and Transport functions on the requirements specific to Edinburgh streets.
- 1.7 Edinburgh has been at the forefront of street design since the 1990s through the preparation of the Edinburgh Streetscape Manual. This document was the forerunner of the Edinburgh Standards for Streets and helped to shape the current street design guidance, highlighting those elements of streets that make Edinburgh special.
- 1.8 The Streetscape Delivery Process was established when the current guidance was adopted in 2007. This comprises both a strategic approach to streetscape and an internal review process through the Streetscape Working Group and the Streetscape Officer in Planning and Building Standards. These processes are aimed at bringing together Council functions that make changes to streets. This has continued to underpin the approach to street design and the priorities established by the Public Realm Strategy.
- 1.9 Complementary strategies have been developed, including the City Dressing Strategy and the Sustainable Lighting Strategy for Edinburgh that add other detailed strands of street design. Further guidance and standards are also available, such as standard construction details, bus design and cycle design guidance.

Developing new street design guidance

- 1.10 The Council embarked on a review and consolidation process for all of its street design guidance in 2011. The work was carried out on a collaborative basis between Planning and Transport. Best practice reviews of current and emerging street design guidance across the world were carried out alongside a review session with expert practitioners from the private sector. They encouraged the Council to consider a simple structure to the guidance and set it out on the basis of *why and where* the guidance should apply, and *what and how* - the details that should be followed.
- 1.11 In addition, a series of internal practitioner workshops was held to highlight to staff the requirements of any new street design information and to establish any current street design issues and concerns that would need to be addressed in the review of the guidance.

2. Main report

The new Edinburgh Street Design Guidance

- 2.1 The new Edinburgh Street Design Guidance is attached at Appendix 1. It provides both design guidance and a technical manual to assist those changing or adding to any part of the street network in Edinburgh.
- 2.2 Part A provides the Introduction, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design through a series of goals, values and objectives that the Council would expect street design to be measured against.
- 2.3 Part B provides the Design section and will set out the detailed requirements for designers including principles for each street type.
- 2.4 Part C provides the Detailed Design Manual. It is anticipated that Part C will be more of a 'live' document and will be updated as best practice, policies and legislation change. The Detailed Design Manual will be completed during the consultation period. It will contain a large amount of detailed and technical information to implement the guidance. It is not policy but technical specifications which does not itself require committee approval.
- 2.5 The guidance will contain appendices, including the legal context, reference material, glossary etc.
- 2.6 When approved, the Street Design Guidance will supersede key Council documents for example, The Edinburgh Standards for Streets and Movement and Development as well as a large amount of technical guidance.

Why and Where

- 2.7. The Introduction (Part A) explains why the guidance has been produced. It explains why Edinburgh is special in terms of its street layouts and design, drawing on information set out in the Standards for Streets document, Edinburgh Design Guidance and Guidance for the Historic Built Environment. Key to this section are the goals and values that Edinburgh will apply in delivering street design in response to the qualities defined in the Government's Designing Streets policy statement. These goals and values are underpinned by commitments that show how Edinburgh will make changes to the processes it applies and to change what Edinburgh will do in relation to key street design features. These statements focus on considering the street as a place and on seeking more integrated design solutions.

What and How

- 2.8. The Design section (Part B) sets out the Edinburgh Street Framework which defines a street typology based on 5 place types and 5 link types. This produces a matrix of 25 street types. Design principles have been developed for each street type setting out the relative priority attached to the street users for each street type. These principles also set out the parameters against which different types of street can be improved or changed. They highlight any special requirements eg if a street is within a conservation area, along with the range of street furniture or features that may have to be accommodated. Particular attention is given to the different environments that make up the street: walking, cycling, public transport, and other carriageway users. The overall purpose is to ensure that any works to a street reflect the wider 'place environment' within which the street is located.
- 2.9 The Detailed Design Manual (Part C) will provide the clear set of instructions required for practitioners to implement the changes, presented as a series of fact sheets. An important and significant part of the guidance, these sheets will draw together all of the Council's technical information in one place. The sheets will be illustrated and will include reference examples.
- 2.10 The fact sheets will be grouped under the four modes of travel; walking, cycling, public transport and other carriageway users. Each environment will provide information and details that reference back to the principles, setting out guidance on layouts, the fabric and the furniture and features. A sample set of the fact sheets is included in the draft guidance to provide an indication of the approach and content. The accompanying title pages outline the full range of fact sheets that will form part of the Detailed Design Manual.
- 2.11 The Appendices will provide the legal requirements and context for street design and will provide an outline of the design process that the Council will employ, drawing together the Government's requirement to consider planning and transport legislation (Roads Construction Consent) together.

Format of the Guidance

- 2.12 While the draft guidance has been prepared as a word document, it is proposed that the final format of the guidance will be prepared for web use, rather than as a stand-alone document. This will allow the user to navigate through a complex range of layered information through the use of web based links and references.

Consultation Process

- 2.13 The success of the guidance will depend upon the extent to which the users have confidence in it, thus consultation with user groups has been employed to guide and shape the street design guidance. Early consultation was used to set up and shape the review for the guidance, as outlined at the start of section 2 above. More recent awareness-raising presentations and workshops with stakeholders, at the Transport Forum and the Edinburgh Urban Design Panel (EUDP), and with elected members at the Transport and Environment Policy and Review Committee have been used to inform the scope of the policy and to provide direction for the principles and the detailed fact sheets. The advice given by the EUDP is provided in the report provided as Appendix 3.
- 2.14 It is proposed that a programme of public consultation and consultation targeted at key user groups will be employed to develop the draft guidance to its final form. The Consultation Plan is set out in Appendix 2. Residents, key stakeholders and interested parties will be asked to comment. Respondents will be encouraged to focus on key issues through a series of target questions using a survey monkey questionnaire. The consultation will seek to identify, through workshops and review sessions with groups and organisations, where there are key street issues to address. This will include those who have a particular interest in the street, including, for example, vulnerable road users, those with a role in developing place, local communities and action groups.
- 2.15 Developing the detailed fact sheets is ongoing and it is proposed to feed the details as they emerge into the consultation process. Additional targeted consultation will also take place with key stakeholders and groups who will be able to contribute to, and inform, the details.
- 2.16 When the Edinburgh Street Design Guidance is finalised, the detailed fact sheets will be made available for the Committee to view the entire document in context.
- 2.17 The consultation period will also allow the policy guidance and emerging detailed fact sheets to be 'road tested' by officers and practitioners. The results of this testing will inform the final version of the guidance.

Procedure for Committee Approval

- 2.18 The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and has therefore been submitted for approval for consultation by the Planning Committee. However, it will also influence a wide range of works on the street under roads and transport legislation. Furthermore the Committee Terms of Reference and Delegated Functions places responsibility for public realm with the Transport and Environment Committee and the guidance, therefore, also requires the approval of the Transport and Environment Committee in respect of those matters within its remit.

3. Recommendations

3.1 It is recommended that the Committee:

3.1.1 notes the Planning Committee approval of the Edinburgh Street Design Guidance in draft for consultation; and

3.1.2 approves the Guidance, for consultation in respect of transport and public realm matters, within its Terms of Reference.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P31 - Providing for Edinburgh's economic growth and prosperity.</p> <p>P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.</p>
Council outcomes	<p>CO7 - Edinburgh draws new investment in development and regeneration.</p> <p>CO8 - Edinburgh's economy creates and sustains job opportunities</p> <p>CO9 - Edinburgh residents are able to access job opportunities</p> <p>CO19 - Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>S01 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all.</p> <p>S02 - Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health.</p> <p>S04 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1. Edinburgh Street Design Guidance – draft for consultation2. Consultation Plan3. Report of the meeting of the Edinburgh Urban Design Panel 27 November 2013

Appendix 1

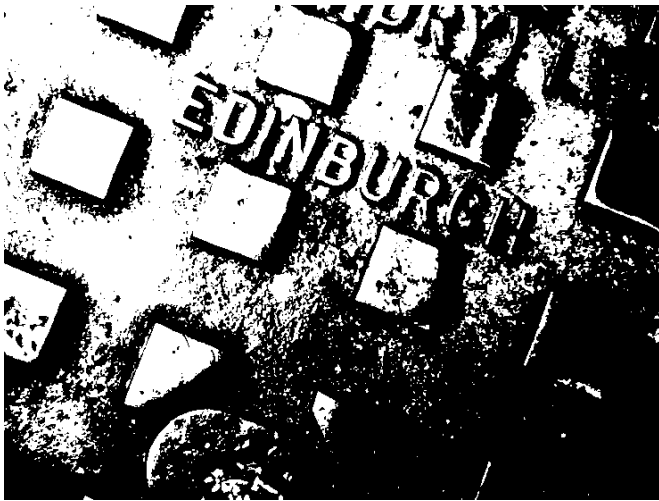
Edinburgh Street Design Guidance - Draft for Consultation

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EDINBURGH STREET DESIGN GUIDANCE

DRAFT FOR CONSULTATION

February 2014



◆ EDINBURGH ◆
YOUR COUNCIL - YOUR ENVIRONMENT

Versions and Acknowledgements

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Version	Amendment
12 February 2014	Draft for Planning Committee approval for Public Consultation

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This version is to be considered for consultation by the Planning Committee in February 2014.

The most current version of and updates/addenda to this Guidance will be posted at []. Readers may register to receive updates by email.

This Street Design Guidance was prepared for the City of Edinburgh Council's Services for Communities by a multidisciplinary team:

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Overseen by a Steering Group consisting of:

Ewan Kennedy Transport Policy and Planning Manager
Euan Kennedy Roads Services Manager
John Inman Development Planning Manager
Cliff Hutt Traffic and Engineering Manager

The project team reviewed other cities' guidance (referenced in Section Section D1-2) in producing this guidance. The assistance of Halcrow Group Limited, in the early development of this guidance, is acknowledged.

Executive Summary

This Guidance has been produced for three reasons:

1. To ensure local street design practices in Edinburgh align with Designing Streets, the Scottish Government's policy on street design
2. To ensure that street design supports the Council's wider policies, in particular transport and planning policies
3. To bring together previously separate Council guidance on street design, to achieve coordination and coherence

The challenge of making places better for people whilst not causing undue congestion or delaying other street users (depending on the location or time of the day) is at the core of this guidance.

Scope of the Guidance

This Guidance will be used for all projects that maintain, alter or construct streets including urban paths in Edinburgh. Such projects include:

- **Carriageway and footway maintenance and renewals**
- **New streets associated with development or redevelopment**
- **Design alterations to existing streets including surfaced paths**

This Guidance will be of interest to a wide range of people, from Council designers and Planning Officers, through to private developers and community groups or individual members of the public.

Status of the Guidance

This document should be read alongside Designing Streets which is translated into detailed design guidelines for Edinburgh by this Guidance.

This Guidance is supplementary to the Council's policies for planning and transport in the Local Development Plan and the Local Transport Strategy. It is one of six, user-focused, non-statutory guidance documents interpreting Local Development Plan policies; the Edinburgh Design Guidance, which deals with buildings, is another of these sitting alongside this Guidance.

Goals and values

Edinburgh's design approach is guided by its values for street design, set out overleaf. These build on the six qualities of places in Designing Streets¹. The goal is to find the appropriate fit between these in creating successful streets across the city.

¹ Distinctive; Safe & pleasant; Easy to move around; Welcoming; Adaptable; Resource efficient.

Approach to Edinburgh Street Design Guidance

Edinburgh's challenges are posed in the Edinburgh Design Guidance. We build on this, Designing Streets' policies and Edinburgh's goals and values by working to fulfil the following approaches.

- **Changes in how we do things**
 - **We will follow a design process that starts by considering the street as a place**
- **Changes in what we do**
 - **We will recognise that streets have an important non-transport role**
 - **Street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets**
 - **We will provide integrated design solutions for more than one mode of transport**
 - **We will use signs, markings and street furniture in a balanced way, providing them where they provide a positive function for street users**

Delivering these will require a coordinated and integrated approach.

Using a framework to guide street design

The guidance categorises the city's streets into 25 street types. A matrix illustrates this, using streets' relative place and link functions.

Some local design situations may be identified as part of the design process. These are important in delivering Edinburgh's goals and values. This Guidance does not examine the design of unsurfaced rural paths or the Scottish Government's trunk roads and motorways.

Priority street users and applying design options

During the design process, the whole street environment should be considered, with priority user groups emphasised during the design process; these are set out in the Principles Sheets. For example, streets can be based around one or often more types of user environment – streets as places, and for walking, cycling, public transport, and general carriageway use. These environments (or spaces) are often shared and overlap, therefore steps should be undertaken to assess the potential for integrated design across modes of transport and for different users. Street design options include LAYOUT AND GEOMETRY, FABRIC AND MATERIALS, STREET FURNITURE and SOFT LANDSCAPING, detailed below. Drainage (including sustainable urban drainage systems (SUDS)), utilities and servicing, use of streets by large vehicles, and gradients are also key elements in design.

- **layout and geometry** looks at the planning of the street including positioning of street furniture
- **street furniture** relates to the choices of items installed on the surface of the street, their specification and how they are fitted
- **fabric and materials** relate to the surface materials which are used to walk, ride or drive on and their underlying construction
- **soft landscaping** relates to the amount, size and positioning of trees, grass and planting

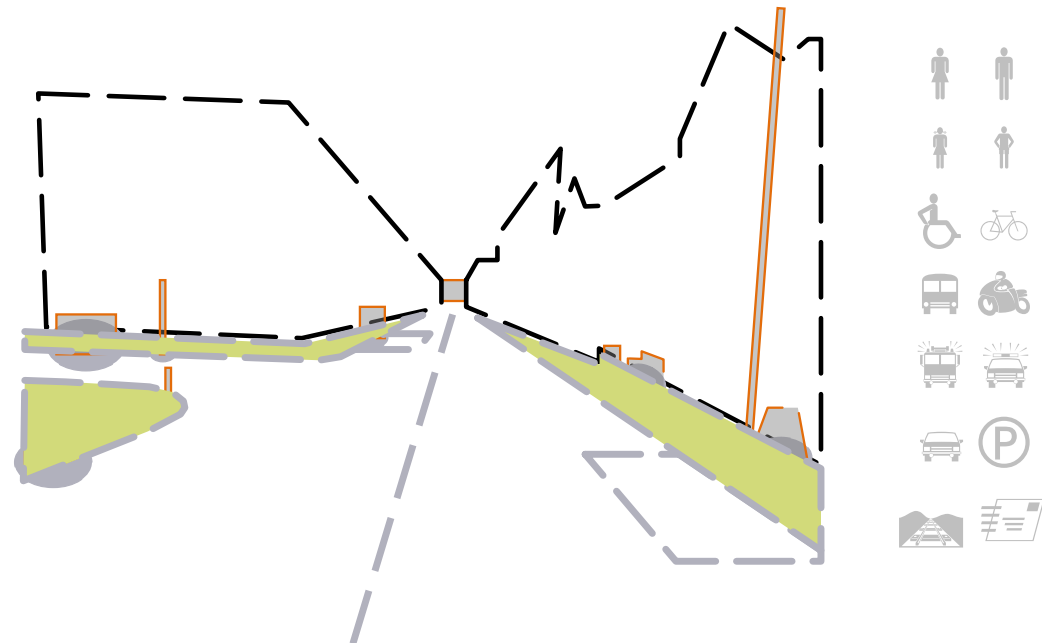
Design Principles and Details

Streets with a greater range of users, particularly those with higher numbers of pedestrians, will have a greater number of elements to be included in street design. Streets with relatively few different types of user, or few users in total, will be much simpler in their requirements.

Historically, different Council guidance documents have provided guidance on designing environments for different users. This guidance reflects the new integrated thinking about designing and sharing street space.

Detailed advice is presented by user environment through factsheets, as illustrated, right.

<ul style="list-style-type: none"> • Pedestrian Environment Layout and geometry Pedestrian Zone Crossing Shared Fabric and materials Footway Kerbing Furniture Waste Bollards Traffic Signals Seating Trees & Vegetation General Furniture 	<ul style="list-style-type: none"> • General carriageway environment Layout and geometry General Intersections Parking & Loading Traffic Calming Road Markings Fabric and materials Surfacing Furniture Drainage 	<ul style="list-style-type: none"> • Public Transport Environment Layout and geometry Bus Tram Fabric and materials Public Transport Lanes Furniture Public Furniture • Cycling Environment Layout and geometry Cycle Lanes Transitions Fabric and materials Cycleway Materials Furniture Cycle Parking
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Contents

Versions and Acknowledgements	2
Executive Summary	3
Contents	7
How the guidance is set out	14
A1 Purpose of this Guidance.....	16
A1-1 Terms used in this guidance	16
A1-2 Design options – overview	19
A2 Scope and Status of this Guidance.....	20
A2-1 Scope of this Guidance	20
A2-2 Who this Guidance is for	21
A2-3 Status and Policy Context	21
Role of Designing Streets	22
Use of DMRB	22
Context of other guidance in Edinburgh and Scotland.....	23
A3 Historical and Planning Context for this Guidance	24
Why is Edinburgh special?.....	25
Historic development and character areas	25
Recent policies	25
Local Development Plan (LDP).....	26
A4 Edinburgh's Goals and Values for street design.....	27

Contents

A5 What changes will we see?.....	29
A5-1 Changes in how we do things.....	30
A5-2 Changes in what we do	30
A6 – Overall Process	32
A6-1 Street Design and Development.....	32
A6-2 Using this guidance.....	32
B1 Using Section B	34
Structure of Sections B and C	34
Applying the Street Design Process	35
B2 Introducing Edinburgh’s Street Framework	36
Edinburgh Street Framework – A Guide to Edinburgh’s Streets	36
B2-1 Local design situations	37
B3 Overview of Street Users and Design Options	38
Example principles sheet:	38
B3-1 Introduction to street user priorities	39
Street user priorities in the Edinburgh Street Framework	40
B3-1-1 Considering streets as places	41
Importance of scale.....	42
Functions of a street for place	42
B3-1-2 Considering streets for walking	43
B3-1-3 Considering streets for cycling	44
B3-1-4 Considering streets for public transport.....	45
B3-1-5 Considering streets for general carriageway users.....	46

Contents

B3-2 Introduction to design options	47
B3-2-1 Introduction to layout and geometry	48
Using shared surfaces	48
B3-2-2 Introduction to street furniture	49
B3-2-3 Introduction to fabric and materials	50
B3-2-4 Introduction to soft landscaping.....	51
B4 Edinburgh's Street Structure	52
B4-1 Links to Designing Streets.....	52
B4-1 Edinburgh's contribution to street design.....	53
B4-2 Referencing Existing Street Types	53
Examples	53
B5 Design Principles for each Street Type	55
How do principles vary across street types?	55
B5-1 Principles Sheets	58
Note on Car Parking Standards regarding Street Design	58
Note on road widths on strategic routes	58
Structure of principles sheets	59
Order of information	59
Common elements	60
Strategic Retail	61
Strategic Residential (High density).....	62
Strategic Employment	63
Strategic Residential (low density).....	64

Contents

Strategic No frontage.....	65
Secondary Retail	66
Secondary Residential (High density).....	67
Secondary Employment	68
Secondary Residential (low density).....	69
Secondary No frontage.....	70
Local Retail	71
Local Residential (High density)	72
Local Employment.....	73
Local Residential (low density)	74
Local No frontage	75
Service Retail	76
Service Residential (High density)	77
Service Employment.....	78
Service Residential (low density)	79
Service No frontage.....	80
C Detailed Design Manual – the street design options	82
C-1 Factsheet Contents.....	82
Pedestrian Zones – Widths.....	83
Pedestrian Zones - Crossovers	84
Crossings – Zebra Crossing	85
Crossings – Signalised Crossing	86
Crossings – Uncontrolled.....	87

Contents

Shared – Home Zones	88
Cycle Lanes – On Road	91
Cycle Lanes – Separated Lanes (Types).....	92
Cycle Lanes – Footway (Separated and Shared)	94
Transitions – Bus Stops.....	95
Transitions – Joining/Leaving Carriageway	98
Geometry - Widths.....	99
Geometry – Corner Radii.....	101
Unregulated Junction.....	103
Continuous Junction (Gateway Entrance).....	104
D1 Glossary and references.....	106
D1-1 Glossary	106
D1-2 Bibliography.....	110
D2 Background appendices	113
Appendix 1 Street categories – places and links	115
Places	116
1.1 Shopping/high streets.....	116
1.2 Residential places - medium to high density	118
1.3 Employment places (Non-retail).....	119
1.4 Residential places (low density).....	120
1.5 Rural and other no frontage streets	120
Links.....	121
1.6 Main streets.....	121

Contents

1.6.1 Strategic routes	121
1.6.2 Secondary routes	121
1.7 Neighbourhood streets	122
1.7.1 Local routes	122
1.7.2 Service routes	122
1.7.3 Paths.....	123
1.8 Local Considerations Checklist.....	124
Appendix 2 Consultation to Date.....	126
Appendix 3 Design Process Methodology for Integrated Street Design.....	128
Integrated street design Flow Chart.....	128
3.1 Delivering integrated design for different sizes of project.....	130
3.1.1 Project Type.....	130
3.1.2 Table – integrated design approach guidelines for different sizes of project-.....	130
3.1.2 Flow Chart for Large/Very Large Projects	132
3.2 Guidance on segmenting the street network.....	133
3.3 Respond to local context	135
Appendix 4 Designing Streets risks.....	137
Appendix 5 Street Types summary tables.....	142
5.1 Social environment.....	143
5.2 Walking environment	143
5.3 Cycling environment	144
5.4 Public transport environment.....	145
5.5 Carriageway environment.....	145

Contents

Appendix 6 Equalities..... 146

How the guidance is set out

This structure of this guidance is based on Designing Streets and the Edinburgh Design Guidance (see [Section A2-3](#)). There are chapters on the **context of the document**, **overall design concepts**, and **detailed design guidance**. The content of these sections is outlined, right.

This guidance refers to Designing Streets for guidance on [Street Structure](#), and particularly develops the [Street Detail](#) from Designing Streets, setting out its detailed application in Edinburgh.

If you are a designer you will mostly wish to refer to Section C, the Technical Design Manual, referring back to earlier section of the guidance as necessary to guide its application.

SMALL CAPS define technical terms included in the glossary. [Links](#) are provided to section headings where further information may be found. Policy objectives are emphasised by the term “**will**” (**emboldened**).

Some drafting notes in this version are retained in [square brackets]. This version contains some temporary images and graphics which will be replaced in the final publication.

PART A

INTRODUCTION

INTRODUCTION (A1)

WHY THE GUIDANCE HAS BEEN PRODUCED

scope (A2-1)
audience (A2-2)
status and policy context (A2-3)
historical and planning context (A3)
goals and values (A4)
objectives (A5)
overall process (A6)

- ✓ Understanding why the Council has developed the guidance and where the important requirements come from
- ✓ Finding out how the street design guidance should be applied alongside other guidance
- ✓ Understanding what the guidance is trying to achieve for different interests
- ✓ Seeing how the changes sit within Edinburgh’s existing policies
- ✓ The key changes to street designs
- ✓ How the guidance should be used

PART B

DESIGN OVERVIEW

STREET FRAMEWORK

Types of street (B1-B2)

STREET USERS AND DESIGN OPTIONS

An introduction to:
user environments (B3)
fabric, furniture, layout and geometry and soft landscaping design options (B3)
street structure options (B4)

STREET PRINCIPLES

Summaries of design approaches for each of Edinburgh’s street types (B5)

- ✓ Understanding the categorisation of existing and new streets in Edinburgh by place type and link type
- ✓ Understanding the range of design options that affect the look, feel and function of streets
- ✓ Understanding relevance of Edinburgh’s existing streets in design
- ✓ Understanding what design options apply to different streets and how users are prioritised in different streets

PART C

DETAILED DESIGN MANUAL

INTRODUCTION TO DESIGN MANUAL (C-1)

TECHNICAL FACTSHEETS

Walking Environment (C-2)
Cycling Environment (C-3)
Public Transport Environment (C-4)
General carriageway environment (C-5)

- ✓ Organisation of advice into user environments
- ✓ Detailed design options for fabric, furniture, layout and geometry and soft landscaping design
- ✓ Design options that can be used to deliver streets as places

Section A Introduction

Section A sets out why the guidance has been produced.

The key aims are the street design should:

- Relate to the objectives set out in Designing Streets, the Scottish Government's street design policies
- Be applied consistently to all new development projects as well as schemes affecting existing streets, to deliver the broader aims of planning and transport-related policies across the city
- Relate to the existing context of the built environment of Edinburgh, carrying through learning from existing good examples and positive learning from areas of the city that do not so fully demonstrate modern urban design
- Deliver the qualities set out in Designing Streets through Edinburgh's own related goals and values
- Be led by a process that considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of the day)

A1 Purpose of this Guidance

- The content of this Guidance relates to the objectives set out in *Designing Streets*, the Scottish Government's street design policies

This Guidance describes design approaches on Edinburgh's streets.

It has been produced for three main reasons:

1. To ensure local street design practices in Edinburgh align with **Designing Streets**, the Scottish Government's policy on street design
2. To ensure that street design supports the Council's [wider policies](#), in particular transport and planning policies
3. To bring together previously separate Council guidance on street design, to achieve coordination and coherence

The aim is to co-ordinate street design, by considering the function of a street first as a place, and then for movement; approaches are summarised in [Section A5](#). Better places (discussed in [Section B3-1-1](#)) allow people to access a wide range of activities, whilst not causing undue congestion or delaying other street users (depending on the location or time of the day).

Making places better for people is at the core of this guidance

A1-1 Terms used in this guidance

There are some specific terms used consistently throughout this guidance with specific meanings. It is recommended that readers familiarise themselves with these terms as necessary, set out as follows.

Street framework

The street framework presents a guide to different types of street in Edinburgh, organised according to their importance in the transport network, alongside the importance as a place to live.

Street type

Street type is the classification of a street which arises from the combination of link type (how people use a street to travel) and place type (how people use the street as a place).

Link type

Link type reflects the importance of a street or section of street in moving types of traveller, ranging from strategic routes with high volumes of potentially many different modes of transport to neighbourhood paths with just one or two modes.

Place type

Place type reflects the importance of a street or section of street in providing a civic space or community function which contributes towards better places to live: ranging from shopping streets, with many pedestrians exercising non-transport functions such as socialising and strolling, to streets with no requirements for spaces for this kind of activity, such as beyond the edge of the city.

Street network

The street network is a way of expressing the network of all the different link types put together.

Street structure

The street structure is the pattern in which the street network is laid out, in terms of the proportion of and relationship between streets of different types, how long/short or linear they are, and the relationships between the width of the street and the heights or presence of buildings along the street. It determines how easy it is to get from street to street and to find your way around in a well proportioned place.

Public realm

Public realm is a way of describing the collection of the spaces for places in the street network.

Street principles

Street principles are the collection of guidelines for each street type. These present design options and users to be considered a priority in the design process.

User environments

A user environment is the distinct or shared zone (or space) for place use or transport users. Each use and **user** (including pedestrians, cyclists, public transport users, and general carriageway users) will have an amount of space devoted to it/them according to the street principles for that street.

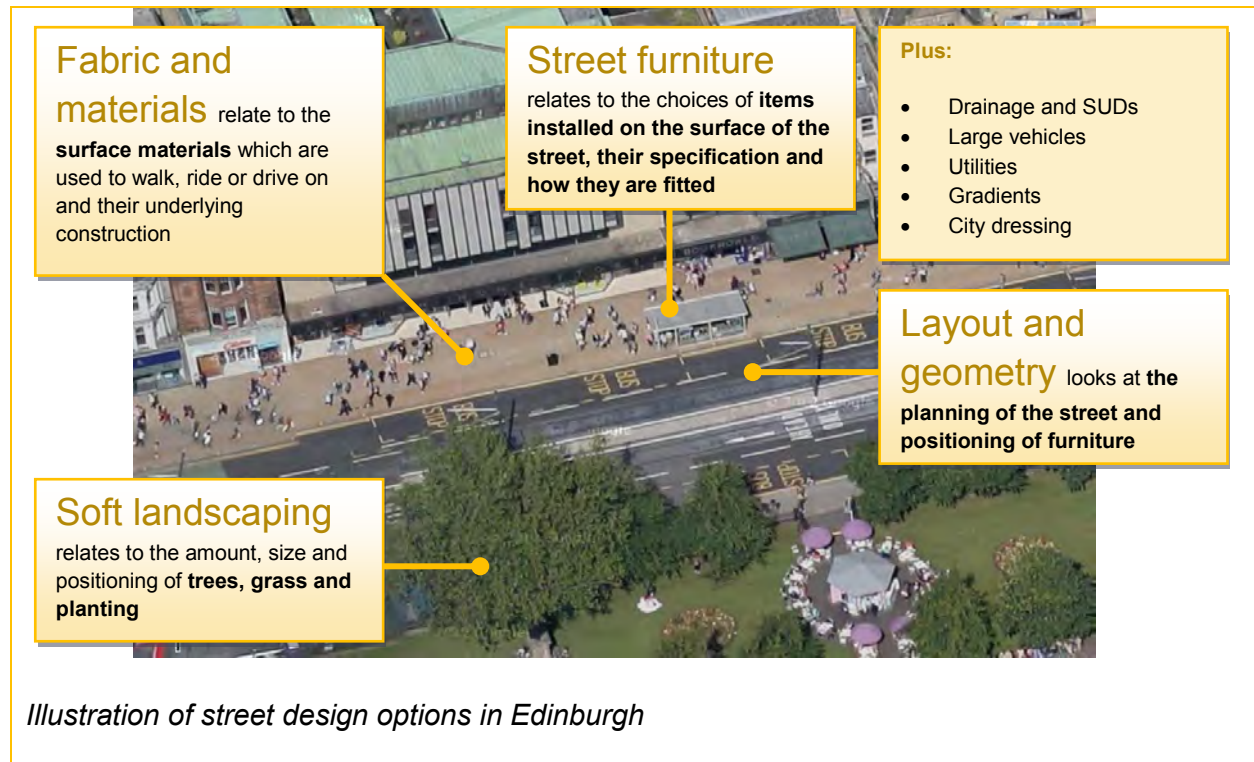
User priorities

User priorities are the emphasis in the design process that should be afforded to different street users. Whilst this is a desirable starting point, there may be a balancing of demands from street uses and users in the outcome of the overall street design process.

A1-2 Design options – overview

The overall structure of DESIGN OPTIONS is set out in the diagram (right), further explained in [Section B3](#).

Options will vary according to street type, and describe how the street might be designed or altered: the materials chosen, the street furniture used, the layout between different uses/users, and natural features such as trees and vegetation.



A2 Scope and Status of this Guidance

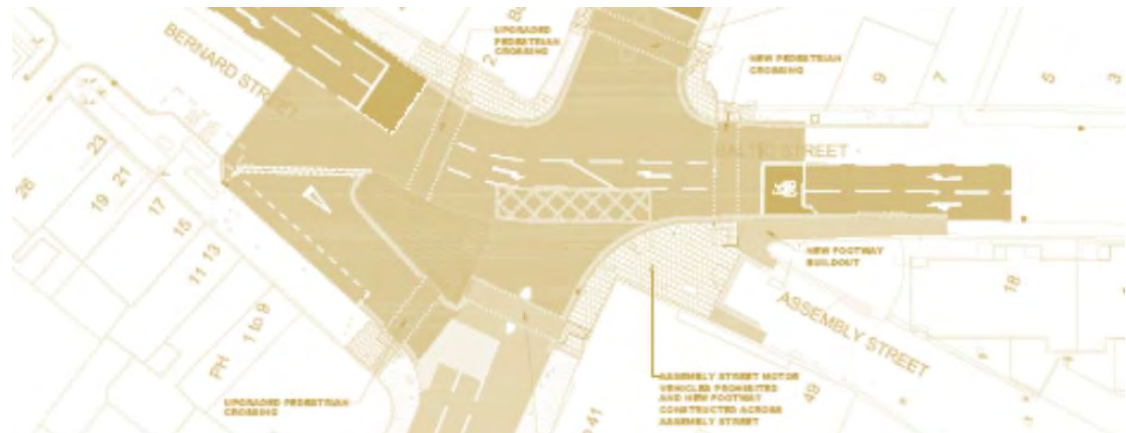
- This guidance should be applied consistently to all new development projects as well as schemes affecting existing streets, to deliver the broader aims of planning and transport-related policies across the city

A2-1 Scope of this Guidance

This Guidance will be used for the design of all aspects of projects that maintain, alter or construct streets including urban paths in Edinburgh. Such projects include:

- Carriageway and footway maintenance and renewals
- New streets associated with development or redevelopment
- Design alterations to existing streets including surfaced paths

The document does not examine the design of unsurfaced rural paths or the Scottish Government's trunk roads and motorways.



A2-2 Who this Guidance is for

This guidance is for use by anyone changing or adding to any part of the street network in Edinburgh or anyone experiencing this change. It will be of interest to a wide range of people, from Council designers and Planning Officers through to private developers and community groups or individual members of the public.

Residents may be interested in a proposal or want to know why their street is being changed or redesigned. Officers in the Council may be relying on this guide to ensure street design solutions are properly applied, whilst expert design users may be relying on the detail in [Section B](#) to inform design drawings. The Guidance is designed to dip in and out of, depending on the background of each user and their interests.

Being involved in the consultation on this Guidance is the first step for communities and individuals to be involved in scheme designs, but involvement in projects is an ongoing process.

The Guidance will be applied to various Council activities including its footway maintenance and cycling capital programmes, as well as public realm schemes. Maintenance priorities, such as guardrail assessment and street de-cluttering, will be informed by this Guidance.

A2-3 Status and Policy Context

This Guidance will be the first point of reference for all street design in Edinburgh. It supersedes the previous City of Edinburgh Council publications Standards for Streets (2006), Movement and Development (2000) and the Edinburgh Standards for Urban Design (2003) (listed in [Section D1-2](#)). Other documents should generally be used only where referenced.

This Guidance is supplementary to the Council's policies for planning and transport in the **Local Development Plan** and the **Local Transport Strategy**. This Street Design Guidance is one of six, user-focused, pieces of non-statutory guidance that interpret the policies set out in the Local Development Plan. The Edinburgh Design Guidance deals with buildings and sits alongside the Street Design Guidance.

This Guidance has a strong influence on local communities and is in part delivered at a neighbourhood level. The Edinburgh Partnership's priorities for delivering a better quality of life which relate to street design are listed in the following section.



Role of Designing Streets

This Guidance should be read alongside **Designing Streets (right)** which is translated into detailed design guidelines for Edinburgh by this Guidance.

Use of DMRB

In accordance with Designing Streets², the **Design manual for Roads and Bridges (DMRB)** standards should not be used unless specifically directed in the detail of this Guidance or where this Guidance does not cover an issue.

There are some instances in which the detail of this guidance sets out an approach different to that in the DMRB or other Scottish government guidance. Where appropriate these different approaches will be accompanied by a risk assessment.

² "Design manual for Roads and Bridges (DMRB) is the standard for the design, maintenance and improvement of trunk roads and motorways. There are some locations, however, where a more sensitive design that follows the principles of Designing Streets may well be appropriate, such as where a small burgh High Street is also a trunk road. Most importantly, a multi-disciplinary approach, full community engagement and a balanced appreciation of context and function is fundamental to successful outcomes in such cases." (Designing Streets, p4)



Designing Streets policies:

“Street design must consider place before movement. **B2**”

Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals. **B6**

Street design should meet the six qualities of successful places, as set out in *Designing Places*. **A4**

Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach. **B3**

Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.” **A6**

Context of other guidance in Edinburgh and Scotland

The Edinburgh Street Design Guidance is informed by the following key policies and guidance as discussed in [Section A3](#).

Acts

- Climate Change Act
- Equalities and Human Rights Act
- Planning Act
- Transport Acts
- Roads Act

Scottish and Regional Policy

- National Planning Framework
- National Transport Strategy
- [National Design Framework (SCOTS)]
- Designing Streets and Designing Places
- SESPlan Strategic Development Plan
- SESTRAN Regional Transport Strategy

Technical Advice

- Design Manual for Roads and Bridges
- Sustrans Design Guidance
- Transport Assessments and Travel Plans
- CROW Design manual for bicycle traffic

City of Edinburgh Council Supporting Plans and Policies

- Parking Standards
- Public Realm Strategy
- Trees and Development
- Public Art Strategy
- Sustainable Lighting Strategy
- Edinburgh Design Guidance
- Community Plan
- Corporate Plan
- Local Transport Strategy
- Transport Action Plans e.g. Active Travel Action Plan
- Local Development Plan
- Area Development Frameworks
- Area Design Codes
- Character Area Assessments

Neighbourhood and Community Evidence

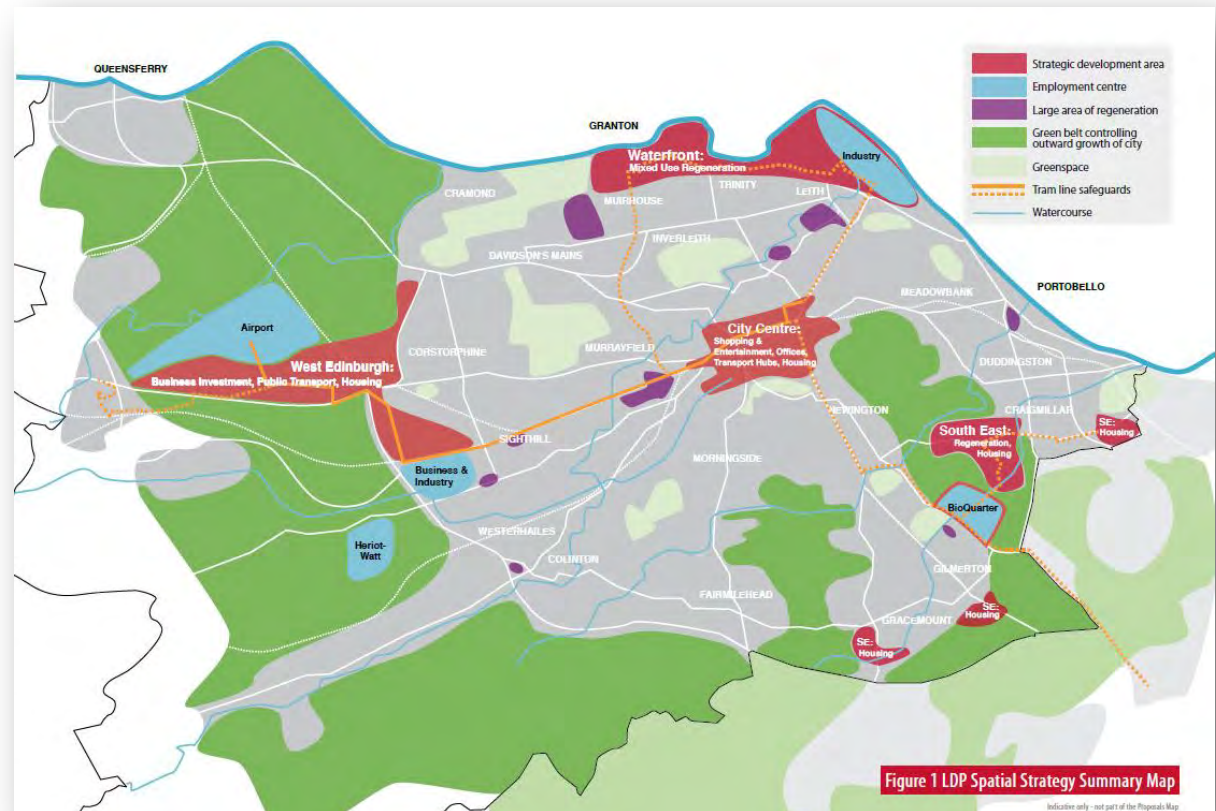
- Neighbourhood Plans
- Community Street Audits

Edinburgh Partnership Outcomes:

“Edinburgh is a thriving, successful and sustainable capital city, in which all forms of deprivation and inequality are reduced; Edinburgh’s children and young people enjoy their childhood and Edinburgh’s citizens experience improved health and well-being with reduced inequalities in health; Edinburgh’s economy delivers increased investment, jobs and opportunities for all Edinburgh’s communities are safer and have improved physical and social fabric.”

A3 Historical and Planning Context for this Guidance

- Street design should relate to the existing context of the built environment of Edinburgh, carrying through learning from existing good examples and positive learning from areas of the city that do not demonstrate compliance with modern urban design so fully



[ABOVE MAP TO BE REPLACED WITH MAP SHOWING HISTORICAL EVOLUTION OF EDINBURGH'S BUILT-UP AREAS]

The city of Edinburgh developed through time giving each area a distinct character. What makes Edinburgh special is described in the **Edinburgh Design Guidance** (p8-9). This is summarised in relation to street design below, with examples of street design detailed in [Section B4](#).

Why is Edinburgh special?

Edinburgh's city centre has a powerful and distinctive character created by its topography, geological history and the unique form of its historic environment, consisting of the Old and New Towns separated by what are now Princes Street and its gardens. This character makes a contribution to the city's quality of life, to its status as a World Heritage city and to its position as a major visitor destination. This provides potential templates for the development and expansion of the rest of the city.

Historic development and character areas

Each area of Edinburgh has its own distinctive built form, with street design being a fundamental contribution to local quality of life. There is considerable variation in the visual character and the density of development, but a unifying characteristic is that most areas of the city are highly permeable on foot. Certain details of the original street design can make them difficult for use by pedestrians, for example lack of dropped kerbs, and in some areas generous road and junction designs can encourage higher traffic speeds.

During the second half of the 20th Century there was an increasing emphasis on catering for and

coping with the car. In an attempt to specifically design roads for motor traffic, areas for living were kept separate from major roads, and design standards, combined with an unimaginative approach to new development, led to new streets lacking a sense of place, to impermeable layouts, and to main roads that are hostile for those not inside a vehicle. The result is incompatible with environmental sustainability and has contributed to a decline in social, civic, physical, and economic activity on streets.

Recent policies

For over 20 years Edinburgh has pursued a transport strategy focussed on strengthening the role of public transport, walking and cycling. Over this period, design practice has increasingly addressed historic problems by favouring street designs that support healthier and more sustainable ways of getting around, and planning policies have sought to support this. Scottish Government policy in Designing Streets now explicitly supports this approach by requiring consideration of the role of streets as places before their role as movement corridors.

The Council wishes to design streets by always considering their role as a place first and which prioritise movement on foot, by cycle and by public transport. Improving streets across the city using this design guidance will contribute towards sustainable development. Specifically, the guidance delivers the policies in the Local Development Plan and others in table, overleaf.

Local Development Plan (LDP)

Relevant sections of the LDP are as follows:

- **Part 1**
Section 5 – A Plan for All Parts of City
- **Part 2**
Section 2 – Design Principles for New Development
Section 7 - Transport

This guidance will inform the site specific design guidance in the LDP in delivering new developments. The LDP recognises that good design can help achieve a wide range of social, economic and environmental goals, creating places that are successful and sustainable, and that the design of a place can define how people live, how much energy they use, how efficient transport systems are and whether businesses succeed. The detail of area development frameworks will also be facilitated.

	Role of Street Design Guidance	Key Policies
Local Transport Strategy (LTS)	The LTS aspiration to give greater priority to pedestrians and cyclists in street design and management is facilitated by this guidance. Objectives for sustaining a thriving city support the economic vitality of the city centre, traditional centres and local shops, the development in the growth areas of the city through the provision of necessary transport infrastructure, improvements in the quality of life in Edinburgh’s residential areas, and minimising the need for car use.	Policy Thrive2 (p20) Policy Streets1 (p34) Policy Walk1 (P42) Policy Walk6 (p43) Policy PCycle1 (p45)
Strategy for Jobs	The Economic Strategy sets out a Development and Regeneration programme to support sustainable physical development and regeneration including regenerating Edinburgh's town centres. This design guidance can strongly assist in delivering the detail of these proposals. In particular, this Guidance contributes towards public realm improvements that strengthen retail performance, care for the city’s heritage and character, and help the city’s four development zones progress, creating opportunities for well-designed housing and commercial development.	Programme 1
Delivering Capital Growth	Delivering Capital Growth identifies actions to continue the physical renewal and growth of Scotland's Capital, focusing on the next stages of the city's transformation. This design guidance is well-placed to inform ongoing developments such as the tram, Princes Street, BioQuarter, the city centre and the waterfront.	Sections 4 and 5
Health strategies	NHS Lothian is developing a strategic ten year plan which builds upon the Strategic Clinical Framework. Physical activity is facilitated by the street environments which this design guidance helps to deliver.	TBC

Table – Delivering Edinburgh’s wider policies through street design

Designing Streets' qualities	Edinburgh's goals and values	Description of application of goals and values in Edinburgh
Distinctive	① Streets are attractive and distinctive, supporting places of interest	<ul style="list-style-type: none"> • Materials and design reinforce and complement the rest of the built environment • Design helps you know you're in Edinburgh and reinforces local character within the city • Design adds to the attractiveness and interest of the street • In parts of the city where built environment has been of lower quality, street design contributes positively to improvement
Welcoming	② Streets are welcoming, inclusive and accessible	<ul style="list-style-type: none"> • You feel comfortable, especially if you're on foot or on a bike, irrespective of your age, ability, sex or ethnic background, or whether you're alone or with others • You want to linger and enjoy your surroundings • Walking is encouraged • Design responds to different user needs
Easy to move around	④ Streets are legible and easy to move around	<ul style="list-style-type: none"> • There is a recognisable street pattern • Street users can find their way around • Street users understand how they're expected to behave • Street clutter is reduced to a minimum
Safe & pleasant	⑤ Streets are safe	<ul style="list-style-type: none"> • Design helps to minimise the risk of injury and death, especially to vulnerable road users – reducing road speeds • A safe environment is provided for all users – giving priority to pedestrians, cyclists and public transport users
Adaptable	⑥ Streets respond to needs of local communities	<ul style="list-style-type: none"> • The design of streets should involve local communities, with involvement increasing as the scope for redesign increases • Adaptable streets allow different things to happen, and are able to change over time
Resource efficient	⑦ Streets are cost effective in design	<ul style="list-style-type: none"> • Design considers whole life costs including environmental impact and funding availability • There are consistent processes in place to streamline project delivery • A skilled workforce is developed to design and implement projects • A positive relationship with statutory undertakers is established to avoid streets being reworked
	③ Streets help make Edinburgh's transport and ecological systems more sustainable	<ul style="list-style-type: none"> • Vegetation and trees and support local ecology • Design helps improve air quality and reduce negative microclimatic impacts • Streets support local shops and facilities • Design supports sustainable urban drainage, recycling and waste disposal • Robust materials are used and design minimises environmental impact • Streets support movement on foot, by bike and public transport

A5 What changes will we see?

- Design should be led by a process that considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority in most streets

Edinburgh's challenges in delivering a high quality built environment are posed in the Edinburgh Design Guidance (p10).

We will design around the following objectives, which deliver Designing Streets' policies in Edinburgh whilst not causing undue congestion or delaying other street users (depending on the location or time of the day).

Delivering these will require a coordinated and integrated approach and **changes in how we do things and in what we do.**

Examples of the resulting design approach are provided below. Some of these approaches will be in **widespread** use, whilst others will be **piloted** (P) or used only in some streets.



[Design Factsheets in Section C](#) will provide detailed guidance and provide specific links to policies such as the Local Development Plan.

The consultation process to date is outlined in Appendix 2.

* = These statements will have varying application to different [street types](#)

** = and where funding allows

A5 What changes will we see?

A5-1 Changes in how we do things

Summary Statement 1 – We will follow a design process that starts by considering the street as a place

The position of a street in the street framework **will** be a key determinant of design priorities. Changes in the resulting street design set out below will apply to streets as indicated by the street framework (included in [Section B2](#))

This guidance **will** be used as the first point of reference for street design in Edinburgh

We **will** achieve a full application of Designing Streets policies

Particular consideration **will** be given to the design of streets that have a significant role as community focal points, using street design to emphasise place and create distinct and interesting spaces for people. Examples of how this will be applied are provided below

A5-2 Changes in what we do

Summary Statement 2 – We will recognise that streets have an important non-transport role

Place importance **will** be very high in shopping streets; socialising places **will** be of higher quality, with more frequent and more sizeable provision where there are more pedestrians

Opportunities **will** be taken at intersections and well-used pedestrian areas to improve their function as a place

Shared areas, including [shared surfaces](#), **will** be considered for use to better balance place and movement in both high and low traffic flow areas (P)

The design of projects **will** consider where place can be maximised in all areas of the city including in employment areas, to ensure they are accessible and attractive for all modes of travel to work

The design of streets (in new developments) **will** consider how building heights and street widths interact and relate to the layout of streets to create well-balanced design (see [Section B3-1](#))

Overall demand for place features	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low		High	Very High
Secondary					
Local		Medium		Medium	High
Service					

A5 What changes will we see?

Summary Statement 3 - Street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets

Tight corners (i.e. small RADIUSSES) **will** be used to help pedestrians follow DESIRE LINES and calm the speeds of turning traffic*. Examples of how this will be applied are provided right (radii in m). (See [Factsheet](#))

Appropriate CROSSFALLS **will** be designed and used for the crossovers of footways by driveways (See [Factsheet](#))

Summary Statement 4 – We will provide integrated design solutions for more than one mode of transport

Summary Statement 5 – We will use signs, markings and street furniture in a balanced way, providing them where they provide a positive function for street users

Redundant street furniture provision (including items installed on a temporary permit) **will** be identified and removed and non-standard approaches to the general provision (and reduction) of signage will be used (P)

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3
	Secondary						6	6	6	3	3	6	6	3	3	3	3	3	3	3	3
	Local											3	3	3	3	3	2	2	2	2	2
	Service																				

Shared surfaces **will** be considered to introduce unmarked junctions with fewer traffic management controls (P) (See [Section B3-2-1](#) and [Factsheet](#))

Footway surfacing that is flush and contrasting, where necessary, **will** be used to assist PEOPLE WITH REDUCED MOBILITY (PRM) (See [Factsheet](#))

Crossing points **will** be located on desire lines* (See [Factsheet](#))

The design of public transport facilities **will** be integrated with other modes of transport including facilities for cyclists (See [Factsheet](#))

Seating and other furniture for the comfort of street users features **will** be used to create better places. Seating **will** be provided in shopping streets and in other streets where there is a higher number of pedestrians and on preferred pedestrian routes; in general, other furniture provided for pedestrian comfort will follow this trend. Examples below.

Furniture demand e.g. seating	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low	Low	Medium	Very High
Secondary		Very Low			High
Local			Very Low	Low	Medium
Service					

A6 – Overall Process

The overall process for using this document is depicted in the diagram right. This is explained in more detail in [Section B1](#) and in [Appendix 3](#).

A6-1 Street Design and Development

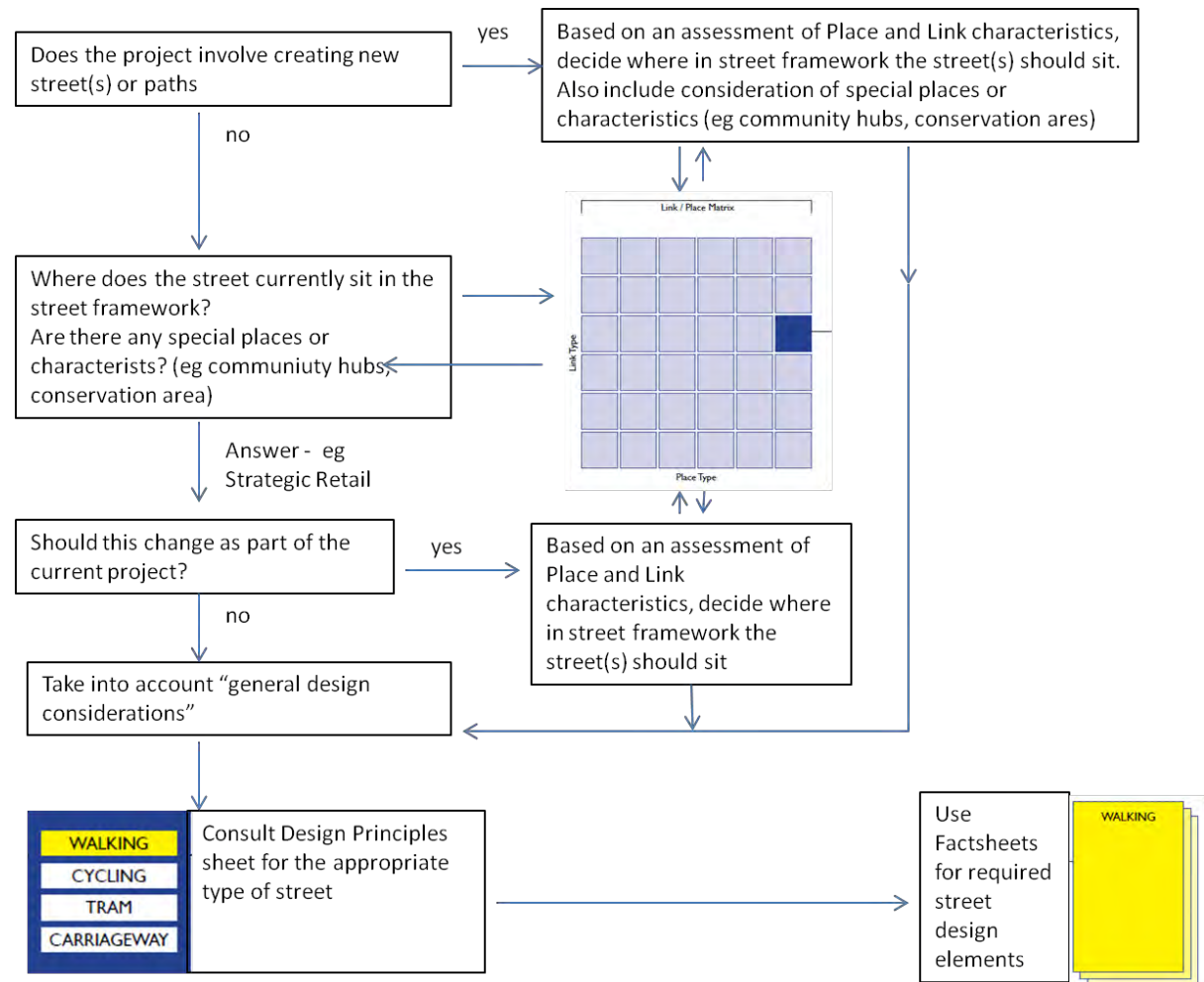
There is an important relationship between this Guidance and the residential street approval process set out in *Designing Streets*. This guidance relies on Part 03 of *Designing Streets*. This describes how to achieve a joint planning permission & Road Construction Consent (RCC) process, a policy within *Designing Streets*, covering the role of:

- Transportation Assessments and Travel Plans
- Flood Risk Assessments and Drainage Studies
- Utility Assessments
- Street Engineering Reviews
- Quality Audits
- Road Safety Audits

Community evidence will also play a part in this process.

A6-2 Using this guidance

The diagram below supports provides an overview of the relationship of the sections in this Guidance. This supports the design process set out in [Section B1](#).



Section B Design Overview

The first part of this Section B provides an overview of the design options.

The key aims are for street design to:

- Fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution
- Design should be guided by the street framework and the appropriate requirements for the place and link type
- Make streets function well and look great by considering as many aspects of the street environment and street users at once as the scheme will allow, by looking at the relationship between street furniture, fabric and materials choices and the layout and structure of the street together. This happens by observation, analysis and design

B1 Using Section B

- Design should fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution

Section B (right) sets out the Edinburgh implementation of Designing Streets policy.

An overview is provided of the [street framework](#), [street design options](#) and [street structure](#) in an Edinburgh Context.

Applying this approach will help achieve the best solutions, applying [DESIGN OPTIONS](#) best suited to different street types.

[Principles sheets](#) set out the information that designers and engineers will need in developing a design concept. [Detailed design factsheets](#) are then provided to help design and construct this concept. This overall street design process is illustrated overleaf.

Structure of Sections B and C

	Content	Coverage	Sections
OBSERVATION AND ANALYSIS OF THE STREET	Edinburgh Street Framework	How streets are categorised into place types and link combinations	B2
	Street Users And Design Options	How the Guidance is structured into: ENVIRONMENTS for <ul style="list-style-type: none"> • Place • Walking • Public Transport • Cycling • Other carriageway users DESIGN OPTIONS <ul style="list-style-type: none"> • Layouts and geometry • Fabric and materials • Furniture • Soft landscaping 	B3
	Edinburgh Street Structure	Edinburgh's distinct street patterns	B4
DESIGN PROCESS	Design Principles	How and when to apply the guidance to each of Edinburgh's street types	B5
	Design Details	Factsheets providing the technical specification for the design options set out in Section B	C

Applying the Street Design Process

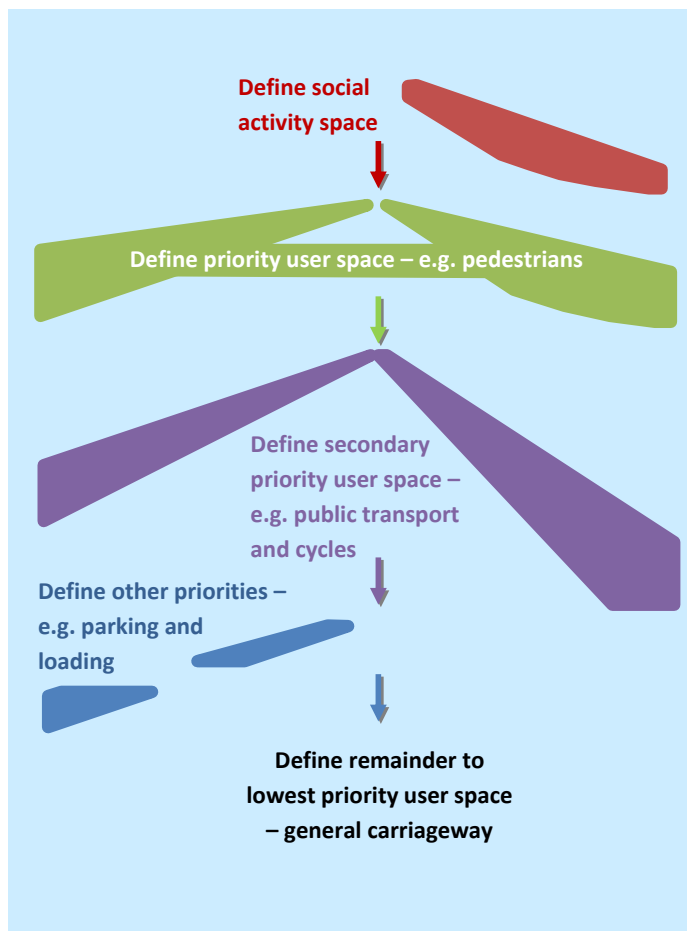
This process is further explained in [Appendix 3](#) for different scheme sizes.

Step 1. Identify STREET TYPE (B2) by interpreting street's place and link role.

		Place types				
		No frontage	Residential (low density)	Employment (non high street)	Residential (medium and high density)	Shopping/ high street
Link types	Strategic	1	2	3	4	5
	Secondary	6	7	8	9	10
	Local	11	12	13	14	15
	Service	16	17	18	19	20
	Path	21	22	23	24	25

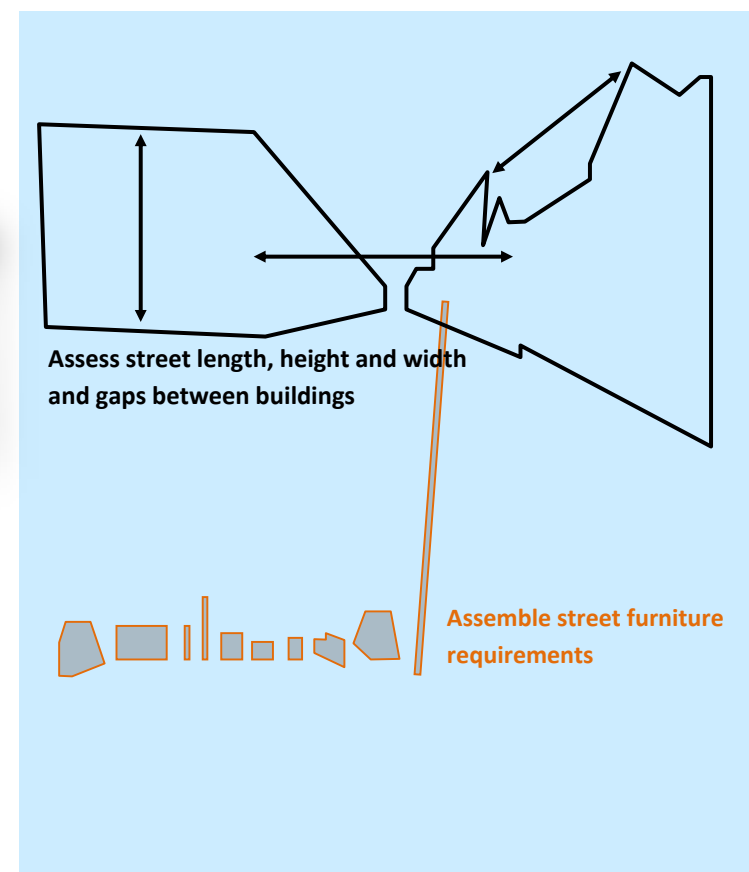
Are there any special buildings or places? (See [Appendix 1.8](#))

Example:



Step 2. Use STREET PRINCIPLES SHEETS (B5) to identify street user environments to emphasise in design (explained in [Section B3](#))

Design emphasis	Place	Very High/ High
	Peds	Very High/ High
Cycle	Medium*	
Public Trans	High	
Movement (Cars)	Medium	
Movement (Large)	Medium	
Parking	Low	
Loading	Medium	
Furniture	High	



Assemble street furniture and occupied space requirements

It is important to design for context. Design should seek to reinforce the proportional relationship between the carriageway, footway and the buildings.

Understand the street/area before design work commences (see [Appendix 4](#))



Apply **DESIGN OPTIONS** from **PRINCIPLES SHEETS** (explained in [Section B3](#)) to create an overall **DESIGN CONCEPT**

Consider could the brief be expanded to provide a better overall street solution (See [Appendix 3-1](#))

Step 3. Use DETAILED DESIGN FACTSHEETS (Section C) to design and engineer detailed aspects for each street

B2 Introducing Edinburgh's Street Framework

- Design should be guided by the street framework and the appropriate requirements for the place and link type

The Street Design Guidance has referenced publications such as Link and Place, Designing Streets and Manual for Streets in using a STREET FRAMEWORK to guide the design of its streets. (Background in [Appendix 1.](#))

In Edinburgh, streets are classified into 25 types using a grid, or matrix: the Edinburgh STREET FRAMEWORK (right). This combines link and place, depicted simply in the diagram overleaf. The majority (around 75%) of Edinburgh's existing streets are local streets, largely residential, with (highly complex) busy retail streets making up only 1.5% of streets by length.

The difference in design approach between two adjacent street types in the framework, such as between a strategic and a secondary street may be small. However, differences between street types further away from each other in the street framework are likely to demand very different design approaches.

Edinburgh Street Framework – A Guide to Edinburgh's Streets

	Click to link to summary principles sheets	Place types				
		No frontage	Residential (low density)	Employment (non high street)	Residential (med/high density)	Shopping/ high street
Link types	Strategic	1	2	3	4	5
	Secondary	6	7	8	9	10
	Local	11	12	13	14	15
	Service	16	17	18	19	20
	Path	21	22	23	24	25

The principles for each of the 25 resultant street types from the combinations of places and links are set out in [Section B5](#), linked from the table above. There are five place categories and five link categories in Edinburgh. Usage in both may vary by time of the day/year. An overview of user priorities is provided in [Section B3-1](#).

THE PLACE CATEGORIES in Edinburgh's STREET FRAMEWORK are based on identifying land-uses and street frontages around the street. These tell us the opportunity for community and engagement in non-transport activities on the street. Put simply, **places** are destinations in their own right. Important distinctions between different types of place include:

- Land uses
- Street dimensions
- Place potential (non-transport needs)
- Pedestrian demand (destinations)
- Distinctiveness of local buildings/spaces

“ Place status

...locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as outside schools, in local town and district centres or near parades of shops...

Movement status

...Movement status should be considered in terms of all modes of movement, including vehicle traffic, pedestrian and cycle flows and public transport...”

(Designing Streets, p8)

THE LINK CATEGORIES are based on movement role of streets, junctions or sections/segments. There is a focus on motorised movement because of its effect on street design, and the desire to minimise impacts arising from it. **Links** are used for movement - that is, to get from one place to another by any mode of transport. Important distinctions between different types of link include:

- Destinations served
- Modes of travel
- Separation between different users
- Capacity required

There are additional local situations that may need to be considered; these are set out in [Section B2-3](#) and [Appendix 1.8](#). Examples of residential situations are provided in [Section B4](#).

Each individual place and link category is described in [Appendix 1](#), which compares the link categories with other terminology previously used for ROADS such as distributor roads.

B2-1 Local design situations

Some local design factors may be identified as part of the design process. These are important in delivering Edinburgh's goals and values and apply across the standard street types. These are listed in [Appendix 1.8](#). They include regeneration areas such as peripheral estates; areas that are visually distinct or historically important - such as conservation areas, the World Heritage site, non-urban areas such as Edinburgh's villages and coastal towns; areas that may require increased social and pedestrian space which may support key civic spaces because of their high pedestrian flows (such as street intersections or buildings such as libraries, theatres, museums, cinema, conference or sports centres or particular retailers that have high footfall); and specific street segments outside buildings such as schools, pubs, local shops or at bus stops or rail stations.



B3 Overview of Street Users and Design Options

- Design should make streets function well and look great by considering as many aspects of the street environment and street users at once as the scheme will allow, by looking at the relationship between street furniture, fabric and materials choices and the layout and structure of the street together. This happens by observation, analysis and design

Design should consider the whole street, emphasising priority uses and user groups. The roles of streets (as places, and for walking, cycling, public transport, and general carriageway use) are set out in [Sections 3-1-1 to 3-1-5](#). These environments are often shared and overlap. Design should assess the potential for integrated solutions (see Appendix 3).

Design options for [LAYOUT AND GEOMETRY](#), [FABRIC AND MATERIALS](#), [STREET FURNITURE](#) and [SOFT LANDSCAPING](#) are summarised in the principle sheets ([Section B5](#)); an example is provided (right).

Example principles sheet:

An example image for this type of link and place combination

Street type

Recommended speed limit

Summary statement covering this type of street

Strategic Retail

Design for retail streets will emphasise the street's role in the community and public transport. They will be used for footways to high standards, and attention to delivering Value for Money will be a high priority. Design will be high quality, and furniture high relevance in design. Where possible, but not prioritise as possible from other road users, priority through junctions and side streets.

Design emphasis	Very High	High	Medium	Low	Very Low
Public Transport	Very High	High	Medium	Low	Very Low
Cycle	High	Medium	Low	Very Low	None
Movement (Cars)	Low	Medium	High	Very High	None
Parking	Low	Medium	High	Very High	None
Loading	Low	Medium	High	Very High	None
Furniture	High	Medium	Low	Very Low	None

Walking Environment

- Fabric:**
 - High Quality Paving
 - Driveways to match footway paving (No Break)
- Furniture:**
 - High Density of Seating – Where footway width is sufficient
 - High Density of Waste Bins
 - Lighting 10m columns or Wall Mounted (Preferred)
- Layout:**
 - Minimum width of footway (Absolute - 3m Desirable - 4.5m or more)
 - Side Junctions to be Raised Junctions/ or continuous*
 - Corner Radii Maximum = 3m
 - Crossing points every 50m to 100m
 - Uncontrolled Crossings – Signalled/Zebra at Strategic Points
 - Consider Shared Space

Cycling Environment

- Fabric:**
 - See common elements
- Furniture:**
 - High Density of Short Term Cycle Parking
 - Longer Term parking to be provided at strategic locations
 - Desirable Minimum = Advisory Carriageway
 - Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
- Layout:**
 - See common elements

Public Transport Environment

- Fabric:**
 - See common elements
- Furniture:**
 - Bus Shelter provided at all stops with seating/access for all
 - Bus Tracker provided at all stops
- Layout:**
 - Consider Bus lanes (Peak Time along with Parking/Loading)
 - Consider approaches to junctions

Notes

- Use encouraged to reduce the amount of open space
- Helps reduce impact of parking
- * At junctions with local or service streets – Junctions should always be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially at special locations

Information about fabric, layout and furniture appropriate for each environment

The relative emphasis to be given to catering for different street users in designs options, influenced by street type

Specific notes relevant to this type of street

Principles

B3-1 Introduction to street user priorities

Complex streets require a lot of work to balance user requirements. Traditionally streets have been highly segregated. As a result, street users, particularly pedestrians, can feel uncomfortable outside of their 'own space'. An example is at the crossing of a carriageway.

We are now moving towards a more comprehensive design process that gives, for example, pedestrians a rightful place on the carriageway through crossing points that are easy, convenient and appealing, particularly in streets with a high place function such as shopping streets.

Other examples of integrated design solutions are set out on the right.

Historically, different Council guidance documents have provided guidance on designing environments for different users. The new integrated thinking about designing and sharing street space is shown in the figure right and in [Appendix 3](#).

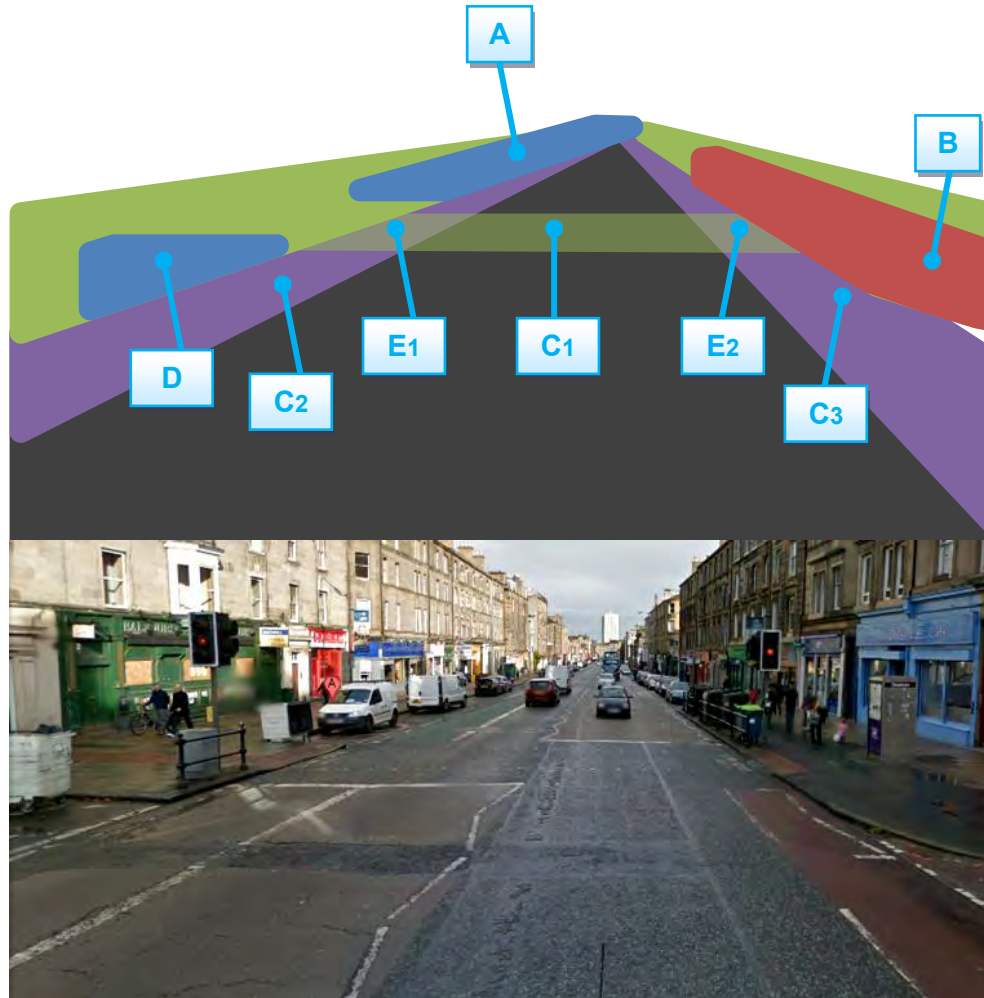


Figure – diagram/photo showing Leith Walk and the multi-user environments contained within it

The challenge is to make more complex streets look simple, and to make simple streets effective.

Shared environments – Leith Walk example

A	Public transport space in the footway zone - Places to wait for the bus and socialise
B	Social spaces in the footway zone - Space to sit - Space to stand or chat
C	Pedestrian, public transport, and cycling spaces in the carriageway zone - Pedestrians crossing at formal crossing points (1), informal crossing points and in shared spaces - Bus lanes (2) - Cycle lanes on-road (3)
D	Carriageway space in the footway zone - Short term parking and loading
E	3+ multi-user environments - Cycling in bus lanes on carriageway (1) - Pedestrians crossing cycle lane in carriageway (2)

Street user priorities in the Edinburgh Street Framework

Note, all users should be catered for, but the highest priority users are more likely to have their optimum needs met.

A street with a high level of both place and movement function could require [non-transport spaces](#) to be treated equally to transport considerations, e.g. spaces for socialising, relaxing and eating/drinking, with high quality fabric design options, whilst balancing impacts on the wider transport network away from the location of interest.

LINK/PLACE BALANCE	A	Complex shopping streets with a greater number of place making requirements, likely to focus on pedestrians and public transport users
	B	Main streets balancing movement and place requirements, where there are a variety of street users often with an equal level of priority
	C	Simple side streets with some place requirements. Service streets have very low movement requirements
	D	Simple streets for pedestrians and cyclists
	E	Simple streets where motor vehicle use is likely to predominate

Streets with a greater range of users, particular those with higher numbers of pedestrians, will have a greater number of elements to be included in street design. This for example could mean wide pavements, frequent crossing points, and street furniture such as seating and bus shelters. Pedestrians are likely to feature particularly heavily in place types to the right of the framework and on lesser-trafficked neighbourhood streets.

Streets with relatively few different types of user, or few users in total, will be much simpler in their requirements.

		No frontage	Residential (low density)	Employment (non-high street)	Residential (medium and low density)	Shopping
Main streets	Strategic	E	B			A
	Secondary					
Side streets	Local		C			
	Service					
	Path					

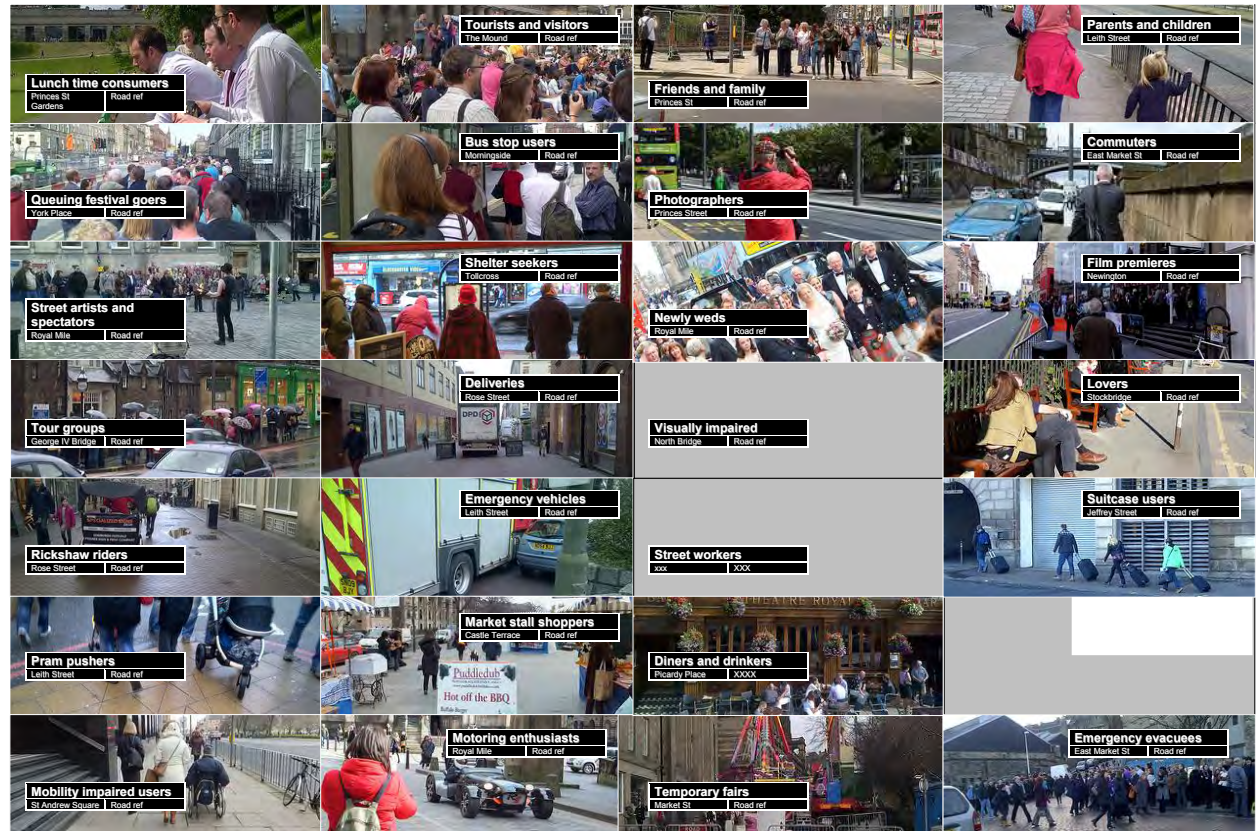
B3-1-1 Considering streets as places

“The design of all streets should recognise the importance of creating places for people to enjoy, rather than simply providing corridors for the movement of traffic. Streets should generally be designed with a focus on social interaction.

“A significant amount of interaction within a community takes place in the external environment, and street design should encourage this by creating inclusive social spaces where children can play, people can stop to chat, and other appropriate activities can take place safely. In order for this to occur, it is essential that vehicular traffic does not dominate the street.” *Designing Streets*, p38

The amount of social and personal space people require is influenced by the type of street (indicated in the principles sheets). Social space can often be included in the main footway, but can easily be overlooked with priority given to solely to movement rather than considering place. Examples of street users are provided in the montage right.

Figure – example street users

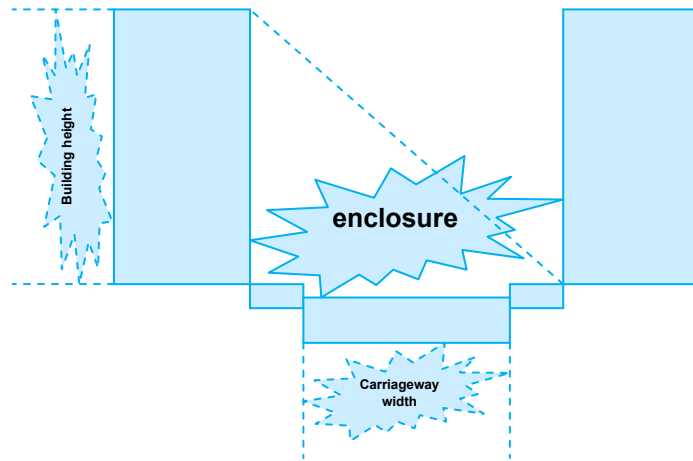


“the public realm (streets and places) acts as the stage upon which the life of the city is played out. It is the glue that binds the city’s diverse areas.” *Edinburgh’s public realm strategy*

Design elements relevant to designing streets as places will be marked with a yellow tick in [Section C](#). These include using street furniture and fabric to emphasise place.

Importance of scale

The combination of the height and width of the street is an important component of street design, (discussed in [Section B4](#) and in the [factsheet](#)). It can be used to create a sense of place through enclosure. In existing streets, this can mean that the scale of buildings will create a strong identity for streets which gives better place making opportunities. In new streets, this gives the opportunity for large buildings to support well proportioned streets and public spaces. Retaining and reinforcing the relationships between building height, street width and space given to the user environments is a key overall element in design.



Getting this concept right in itself can provide places that are overlooked and that naturally calm driver behaviour, creating a safer environment for all users.

Functions of a street for place

Making places better for people is at the core of this guidance – for people to take part in or access a wide range of activities including sitting, strolling, socialising, shopping or just relaxing (discussed in [Section B3-1-1](#)).

GEHL architects have set out functions of a street that contribute to place. This list is a useful tool for analysing pedestrian use of streets and has been reflected in Edinburgh's values for street design in [Section A4](#). Considering projects against these criteria (under headings of protection, comfort and enjoyment) should aid balanced decision-making which contributes towards place. In short, it's about observing people and their behaviour in public spaces with the aim of enriching civic life.

Equalities issues are set out in [Appendix 6](#).

Protection from:

- traffic and accidents
- crime and violence
- unpleasant sense experiences

Comfort for:

- walking
- standing/staying
- sitting
- seeing
- hearing/talking
- playing/unfolding/activities

Enjoyment of:

- scale characteristics
- enjoying the positive aspects of climate
- aesthetic quality/positive sense-experiences

B3-1-2 Considering streets for walking

16% of travel to work in Edinburgh is done on foot.

Walking routes between places, such as neighbourhood facilities and local transport services, should be safe and easy. Links should be direct, follow desire lines and avoid deviation to minimise distances travelled. This involves looking at safe and attractive access points into and through street blocks and to and from everyday activity destinations. Design should give special consideration to the young, old and those with disabilities. Common issues include people having to walk around ‘three sides of a square’ to get around road junctions or having to wait excessive lengths of time to cross roads using multi-staged, button-controlled, crossings.

Policy references: The City of Edinburgh Council supports and encourages walking through the Active Travel Action Plan

Encouraging walking has many health benefits including a reduction in vehicle emissions, traffic collisions and improving personal health.

High quality provision for pedestrians within suitable surroundings is a major influence on encouraging people to walk rather than use alternative less sustainable modes.

Accessibility considerations:

- SURFACING: Cohesive/stable, level/ well-maintained (designed to accommodate wheeled users)
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- PASSAGE: Free from barriers such as footway obstructions (parked cars, street furniture (signs, bins), overgrown foliage/vegetation)
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Pedestrian shortcuts and gates to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct pedestrian crossing opportunities at junctions, roundabouts and across roads - to respect desire lines (e.g. tighter kerb curvatures to allow pedestrians to follow direct routes across junctions)

Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV
- VISIBILITY: Overlooked, no blind corners/alleys
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Comfort considerations:

- DRAINAGE: Well drained and free of puddles in the wet
- CLEANILESS: Free of litter, grime and criminal damage
- PALATABILITY/NUISANCE: Low perceived levels of noise and air pollution
- PARKING: Provision of regular seating opportunities

Information provision considerations:

- CONSPICUITY: Walking routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage (including destinations, distances in time, and symbols and pictures where appropriate)
- WAY-FINDING: Complete presence of street name plates in local area
- VISUAL CLUES: Use of landmarks, focal points or distinctive foliage



Design elements relevant to the walking environment are included in [Section C](#).

B3-1-3 Considering streets for cycling

4% travel to work in Edinburgh is done by bike.

Cycling routes between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.

Policy references: The City of Edinburgh Council supports and encourages cycling through the Active Travel Action Plan



Accessibility considerations:

- TOPOGRAPHY: Flat
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- WIDTH: Adequate (e.g. 3m minimum for a shared-use path)
- PARKING: Nearby off-site cycle parking and at local destinations (e.g. post office/ convenience store)
- DIRECTNESS: Routes unimpeded by “no cycling” regulations
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct cycle crossing opportunities at junctions, roundabouts and across roads - to respect desire lines
- PROVISION: Dedicated paths/lanes/tracks or shared paths with pedestrians
- PASSAGE: Cycle lanes unobstructed by parking cars/other vehicles
- PASSAGE: Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- CROSSINGS: Toucan crossings allowing cyclists to cross roads mounted

Comfort considerations:

- SPEEDS: Appropriate design speeds on dedicated/off-road cycle routes for a mix of riders (e.g. 8-20+mph)
- PROVISION: Advance cycle stop lines at junctions in local area
- DIRECTNESS: One-way street exemptions for cyclists in local area

Safety and security considerations:

- PROVISION: Clearly defined on-road lane or off-road track where road traffic is busy or high speed (minimum width 1650mm)
- SPEEDS: Road calming (carriageway surface materials, features and chicanes) which reduce vehicle speed and flow and also cater sensitively for the comfort of cyclists
- SURFACING: Cohesive/stable, level/well-maintained (including road margins)

Information provision considerations:

- CONSPICUITY: Cycling routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage/milestones (including destinations, distances in time, and symbols and pictures where appropriate)



Design elements relevant to the cycling environment are included in [Section C](#).

B3-1-4 Considering streets for public transport

26% of travel to work in Edinburgh is done by bus.

Streets provide space for public transport services to run along and depart from, across different times and days of the week and year. Demand responsive transport options and community-based transport can travel where other public bus services do not. Provision for travel information and waiting areas should be built into designs.

Policy references: The City of Edinburgh Council supports and encourages public transport through the Public Transport Action Plan



Accessibility considerations:

- LOCATION: Proximity to the destinations served
- INTEGRATION: Accessibility by all modes of transport, particularly walking and cycling
- VEHICLES: Access to stop unimpeded by parked/loading/waiting vehicles at/on entry/exit to bus stop
- BOARDING: Raised kerbing provided

Comfort considerations:

- PROTECTION: High quality weatherproof shelter or other shelter from wind/rain/sun
- SEATING: Appropriate amount of comfortable seating provided facing towards the road
- VISIBILITY: Clear and comfortable view up the road towards approaching bus services
- CLEANLINESS: Free of litter, grime and criminal damage

Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV, overlooked
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Information provision considerations:

- SCHEDULING: Clear and up-to-date timetable with real-time (live) service departure information screens
- LEGIBILITY: Stop 'flag' with service numbers, name of stop, and text/maps with information about services
- DIRECTIONS: Clear local signing to local destinations
- INCLUSIVITY: Audible electronic information, e.g. intercom, recorded information



Design elements relevant to the bus and tram environment are included in [Section C](#).



B3-1-5 Considering streets for general carriageway users

40% of travel to work in Edinburgh is done by motor vehicle.

Carriageways transport cars, motorcyclists, taxis, freight and emergency vehicles, and parts of them form part of the pedestrian, cycling and public transport environments.



Accessibility considerations:

- SURFACING: Smooth and free from defects and raised utility covers
- LOCATION: Link type appropriate to destinations being served
- INTEGRATION: Integrated with pedestrian, cycling, and public transport environment
- VEHICLES: Lane widths appropriate to the vehicle and street type

Comfort considerations:

- DRAINAGE: Free draining with a camber to avoid standing water and ponding
- PARKING: Size, location and layout of parking areas appropriate to the street type
- VISIBILITY: Appropriate visibility standards and sightlines for the street type

Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV, overlooked
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Information provision considerations:

- DIRECTIONS: Clear local signing to local destinations

Policy references: The City of Edinburgh Council will manage roads through the forthcoming Road Maintenance and Renewals Action Plan



Design elements relevant to the carriageway are included in [Section C](#).

B3-2 Introduction to design options

There are four design aspects that should interact to deliver the appropriate balance between place and movement in delivering street functions. This section presents an introduction to:

- [Layout and geometry](#)
- [Street furniture](#)
- [Fabric and materials](#)
- [Soft Landscaping](#)

Other aspects have key importance and form high level considerations. These include:

- Drainage solutions including SUDS
- Requirements for emergency service vehicles and freight movements and tracking alignments
- Utilities layouts below the ground and servicing requirements
- Gradients and crossfalls affecting layout and geometry, drainage and accessibility
- City dressing

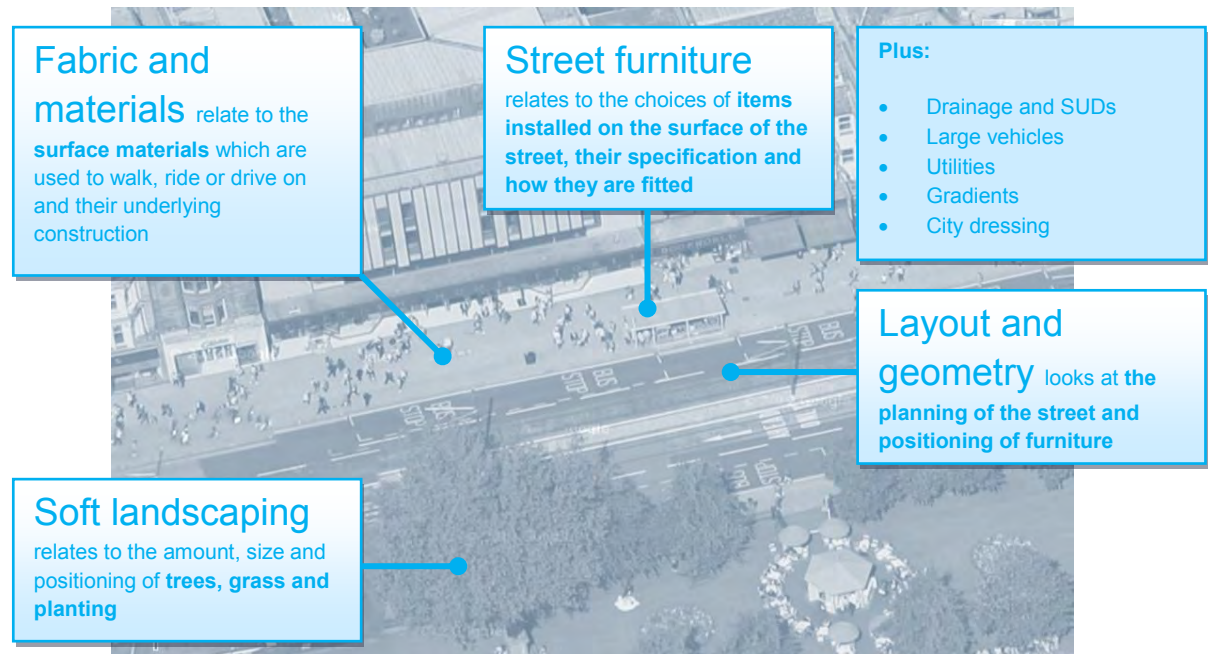


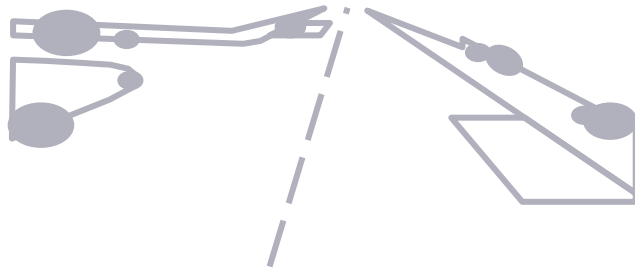
Illustration of street design options in Edinburgh

These aspects help deliver the values set out in [Section A4](#).



Design options relevant to each street type are Included in [Section B5](#).

B3-2-1 Introduction to layout and geometry



Layout factsheets look at **planning of the street and the positioning of furniture**. The following should be considered in design:

- how much space is allocated to different [user environments](#)
- where [street furniture](#) and OCCUPIED SPACE (including parking) is positioned
- how the space given to [user environments](#) and [street furniture](#) may be combined within a street
- how geometries may facilitate movement by all relevant street users inc. large goods vehicles
- how layout matches gradients to provide accessible street layouts
- how utilities are positioned, accessed and serviced without disrupting other street design requirements

It includes [footway, cycle and carriageway lane, junction and intersection layouts](#)

Cycle Lanes - On Road C2-1-a

Description
On road cycle lanes are the cheapest form of provision as usually it will be road markings and signage that is installed.
Three types of on-road lanes:
• Mandatory lanes
• Advisory lanes
• Shared Bus Lanes

Cycle Lane
Preference is Mandatory Lanes (Solid Lines)
Advisory Lanes where vehicles require crossing

Function Access
Reduce Safe of corner
One Way Streets
Allow access for Cyclists contraflow.
Other options are available according to vehicle and cyclist flows and speeds.

Tapers at Parking Bays
• Entry Taper 1:10
• Exit Taper 1:5

Lane Widths
• 2.0m Recommended Width
• 2.25m Maximum Width
• 1.5m Absolute Minimum
• Lanes narrower than 1.5m should not generally be provided

Surfacing
• All cycle lanes to HMA with Red Chips
• High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Cold Applied Thermoplastic Surfacing

Signage
Advisory Lanes - No Signage required
Mandatory Lanes - Sign Plate 939 L at 100m intervals

Shared Bus Lanes
• 4.5m recommended width
• 4.25m desirable minimum
• 4.0m absolute minimum

Regulations
Advisory No TRD required
Mandatory TRD Required

Buffer Zone / Dividing Strip at Parking
• 1.0m Recommended Width
• 0.75m desirable minimum
• 0.5m absolute minimum

Further Information
Cyclists by Design - Transport Scotland, 2016
Sustrans Design Manual

Exceptions
Widths below 1.5m should be consulted with the cycling team and only used over short distances (e.g. Approach to junctions)

Line Type	Cycle Lanes				Stopway/ High speed/ High density environment
	No Through	Residential (low density)	Employment (low-high street)	Residential (high density)	
Strategic	UK	UK	UK	UK	UK
Secondary					
Local					
Service					

• Consider other traffic volumes and high concentrations for further operations recommended

Geometry - Corner Radii C4-1-b

Description
For the purposes of pedestrians, the width of the footway should be as narrow as possible to increase the crossing distance. Similarly, the corner radius should be increased to ensure that the crossing is as long as possible to the stop line.

The corner radii refer to the point at which two footways meet at a corner of a junction. It has a significant effect on the safety of the junction.

Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

Large radii encourage high speed manoeuvres by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrians which not compromising the safety of vehicular traffic flow. To achieve this balance, three factors need to be considered:
• street radii
• width of major and minor roads; and
• volume of traffic.

Corner radii specifications take into account the balance between pedestrian priority and vehicular safety.

Maximum Corner Radii

Minor Street	Maximum Corner Radii																			
	Strategic				Secondary				Local				Service							
Street Style	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE
Strategic	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Secondary	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Local	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Service	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

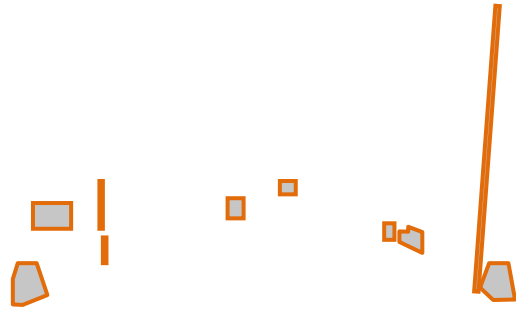
• Small to reduce radii

Example street layout factsheets

Using shared surfaces

Shared surfaces without traditional levels of delineation between street users will be considered and may be used where more than one street user requires a high level of priority. Shared space can assist with giving pedestrians priority over other street users where traffic speeds are controlled, and can help bring about less cluttered streets, providing space for positive additions such as seating and trees. Shared surfaces effectively promote place, and through clever fabric and layout design options can provide distinctive streets. This can promote economic development and high levels of footfall. Edinburgh will pilot shared surface approaches on busier streets and/or intersections learning from examples such as Poynton, Ashford ring road and Exhibition Road in London, whilst maintaining their application to quieter historic city centre and residential streets. Shared spaces between users such as cyclists, pedestrians, buses, and car parking will also continue. [Detailed factsheets](#) provide further guidance.

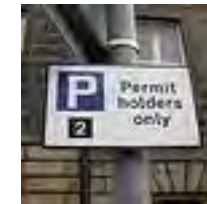
B3-2-2 Introduction to street furniture



Street furniture factsheets look at the choices of **items installed on the surface of the street, their specification and how they are fitted**. The following should be considered in design:

- what furniture is used to assist [street users](#) make the most of the space and create inclusive and useful streets
- what part furniture plays in the look and feel of a street to create welcoming places

Street furniture may be related to traffic management or is provided for the comfort of street users. It includes, for example, [poles and columns \(e.g. street lighting\)](#), [art works](#), [bins](#), [seating and benches](#), [cycle and motorcycle parking](#), [bus shelters and private items outside a business such as A boards, cafe tables, chairs, fencing and banners](#).



B3-2-3 Introduction to fabric and materials



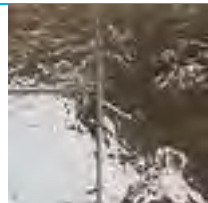








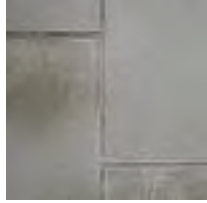





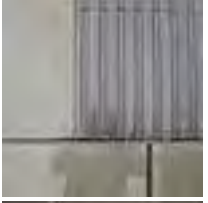
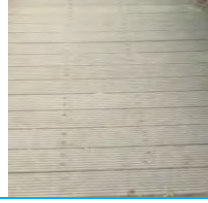
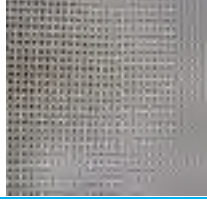


Fabric factsheets look at the **surface materials** which are used to walk, ride or drive on and their underlying construction.

The following should be considered in design:

- how contrasting fabric choices help express street [layouts](#)
- how fabric makes users feel good about the street (for example, by emphasising the place element of the street)
- how fabric choices make the street long-lasting and cost-effective to maintain
- how [sustainable drainage solutions](#) can be achieved (e.g. top right)

A summary of footway options for different streets is provided in the summary sheets in [Appendix 5](#).

Edinburgh's existing street fabric is illustrated, below.

			
			
			
			
			
Natural fabrics	Man-made fabrics	Tarmac/chip-based fabrics	Special fabric applications (SUDs, top)

B3-2-4 Introduction to soft landscaping

"Planting, particularly street trees, helps to soften the street scene while creating visual interest, improving microclimate and providing valuable habitats for wildlife." *Designing Streets*, p49

Soft landscaping factsheets look at to the amount, size and positioning of **trees, grass and planting**.

The following should be considered in design:

- how soft landscaping supports walking and cycling and creates nicer places, such as the Edinburgh Green Network
- what ecological function soft landscaping performs to benefit ecosystems
- what aesthetic function soft landscaping performs to benefit human health
- opportunities for soft landscaping to contribute to street structure and width/height relationships of the street



B4 Edinburgh's Street Structure

STREET STRUCTURE is the relationships of various elements of urban form and how they work together.

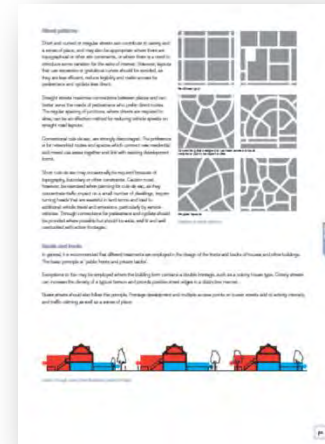
Getting street structure right is fundamental to ensuring that design solutions help to create the best places for people. Designing Streets presents key considerations for designing new street structures which should also apply to making amendments to existing streets. These are summarised in the table (right). They require:

- establishing connected streets
- creating an urban form that establishes suitable grids and patterns and creates relationships between street widths and building heights to ensure neighbourhoods are walkable
- design solutions that draw on typologies common to Edinburgh and respond to the character and features of the area that serve to establish and reinforce interesting places
- considering the environmental quality of the street

B4-1 Links to Designing Streets

The following table provides a summary of the objectives of Designing Streets (right) in relation to street structure

Designing Streets – street structure	Designing Streets objectives
Connections to wider networks (p19)	<ul style="list-style-type: none"> • Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments
Connections within a place (p20)	<ul style="list-style-type: none"> • Street design should provide good connectivity for all modes of movement and for all groups of street users, respecting diversity and inclusion
Block structure (p22-25)	<ul style="list-style-type: none"> • The urban form should be distinctive with landmarks and vistas that provide good orientation and navigation of an area
Walkable neighbourhoods (p26-27)	<ul style="list-style-type: none"> • Street layouts should be configured to allow walkable access to local amenities for all street users
Public transport (p28)	<ul style="list-style-type: none"> • Public transport planning should be considered at an early stage in the design process
Context and character (p29-30)	<ul style="list-style-type: none"> • The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character • Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinctive character
Orientation (p31)	<ul style="list-style-type: none"> • Orientation of buildings, streets and open space should maximise environmental benefits



B4-1 Edinburgh's contribution to street design

Edinburgh is fortunate in having an extensive city structure that provides great examples of pedestrian friendly, connected, distinctive and successful streets, where local amenities are available. In significant parts of Edinburgh, however, while there may be places of interest and character, there is a poor relationship between the street and the built form and may have a lack of connectivity and permeability; this means they fail, overall, as successful streets and places.

Street design will draw on Edinburgh's recognisable street patterns and urban structures for new streets. Edinburgh has a legacy of original street fabrics and materials and furniture. Locally quarried sandstone, Caithness paving, original WHIN kerbs and granite SETTS have been retained in some streets. Features such as bollards, railings and lighting columns and lamps are characteristic of many parts of Edinburgh.

This guidance will assist in defining how to create improvements to Edinburgh's urban setting.

B4-2 Referencing Existing Street Types

There is range of [street types](#) in Edinburgh where the scale, ratios and patterns of streets vary. These examples demonstrate good townscape relationships. [Appendix 1](#) outlines detail on the specific characteristics of these typologies, drawing on the details set out in CONSERVATION AREA CHARACTER APPRAISALS.

Examples

THE MEDIEVAL PATTERN was developed in response to the links and patterns connecting the main high street (the Royal Mile) with the surrounding landscape. This pattern provides the flexibility to accommodate changes in the built environment. This pattern is typified by the High Street which is the main spine from which other connections extend; human scale CLOSES and WYNDS which present pedestrian priority spaces or narrow routes that can just accommodate vehicles, which often include soft landscaping. Places of interest are created with market and urban squares and at cross/gate locations.

THE GEORGIAN PATTERN of the **New Town** exhibits a planned street structure defined by the layout of the buildings. This order restricts significant change to the urban form. This pattern is typified by the grand scale of the 'Principal Streets' and 'Cross Streets'; secondary streets accessible by vehicles and narrow mews lanes providing access to the rear of properties. Formal gardens were central to the structure, either established as terminating squares or as part of the principal street pattern as circuses or crescents. Place of interest were established as an integral part of the planned design, with buildings and statues established to terminate views.



THE VICTORIAN AND EDWARDIAN PATTERNS

resulted in uniform street layouts that responded to local topography and features, absorbing historic villages and settlements. They are well connected and successfully link residences with areas of amenity. A variety of street widths are defined by the varying relationships with built forms. Wide high streets are crossed by narrower terraces and rows. Wider avenues accommodate trees and narrower lanes follow natural corridors. The urban BLOCK is typical of these streets. Unique COLONY developments create a tight urban pattern with narrow streets allowing vehicular access. The front/back relationship of buildings is characteristic of this street type.

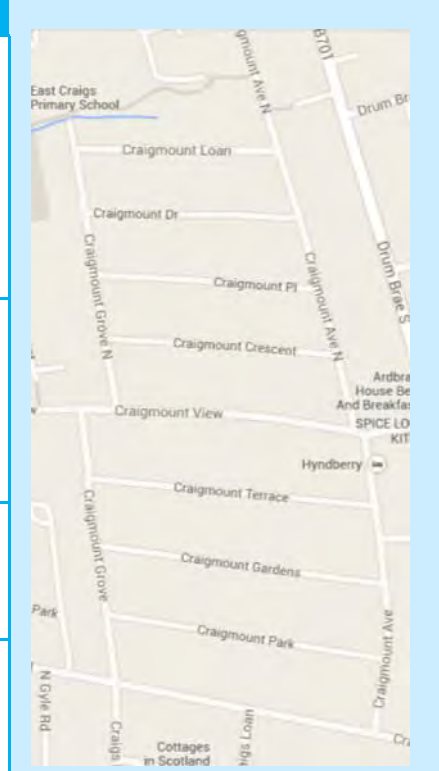
BETWEEN WAR STREET PATTERNS grew with a good mix of home types & tenures and well-connected permeable, street networks.

POST WAR STREET PATTERNS are typified by low density residential development. The streets are wide, but vary in their urban form. Some earlier arrangements, such as Craigmount (right), are connected and provide good access for pedestrians to local amenities.

RECENT DEVELOPMENT examples in Craigmillar and Gracemount demonstrate new street patterns and urban structures that reflect the more successful relationships exemplified by historic streets.



Craigmount Area Street Pattern case study	
<p>✓ Pedestrian access to local school/shops</p>	<ul style="list-style-type: none"> Near direct routing possible, due to highly permeable grid layout Easy to cross roads, due to tighter corner radii at junctions All footways overlooked by properties, therefore feeling of security
<p>✓ Public transport penetration</p>	<ul style="list-style-type: none"> Layout is flexible, bus services could use any street as demand dictated. Permeable layout meaning services could go on to serve other destinations.
<p>✓ Cycling</p>	<ul style="list-style-type: none"> Compact priority junctions feel safer. More direct routings within neighbourhood.
<p>✓ Community</p>	<ul style="list-style-type: none"> All streets have pleasant environment; are well overlooked. Good connectivity with neighbouring areas due to permeable layout.



B5 Design Principles for each Street Type

- Apply design options to the identified street type

Each street type from [Section B2](#) is introduced by a paragraph summarising design principles. These set out the high level design considerations for the street type according to the relative importance of the various street users.

The sheets are summarised in the table overleaf which includes the areas of design where there is greatest variation between street types.

Key

High priority	●
Medium priority	○

How do principles vary across street types?

The balance of priorities will affect the design options chosen for each type of street.

Variation of street design options across street types

Overall design options	<ul style="list-style-type: none"> • Simplicity • Link-place balance
<u>Street furniture options</u>	<ul style="list-style-type: none"> • Furniture need • Extent/breadth of provision (numbers and types of item) • Specification and size of items • Location/position (see layout) and fixing method
<u>Fabric options</u>	<ul style="list-style-type: none"> • Choice of fabric and materials (including compared to existing street fabric)
<u>Layout options</u>	<ul style="list-style-type: none"> • Design emphasis (social/place, walking, cycling, public transport, carriageway) • Delineation and use of markings, separation of users and shared surface appropriateness • Drainage options • Geometries and dimensions • Pedestrian priority over side streets • Priority for on-street parking
<u>Values</u>	<ul style="list-style-type: none"> • Distinct • Inclusive • Sustainable • Legible • Safe • Local • Cost effective

B5 Design Principles for each Street Type

OVERALL DESIGN		DESIGN EMPHASIS				LAYOUT				FURNITURE	VALUES										
Priority: High ● Medium ○	Simplicity		Link/Place balance		Environments				Shared space	Priority on-street parking				Notable furniture needs							
STREET TYPES	Simple	Complex	Link	Place	Pedestrian	Public Transport	Cycle	Car		Social	Short-term /loading	Residents/ employees	Long term cycle & m/cycle		Pedestrian priority over side street	1 distinct	2 inclusive	3 sustainable	4 legible	5 safe	6 local
Strategic																					
Retail		●		●	●	●	○	○	●	●		●	●	●	●	●					
Hi Density Res		○		●	●	●	○	○	●		●	●	●						●	●	
Employment	○	○	○	○	○	●	●	○	○						●	●					
Low Density Res	○		○	○	○	○	○	○			●								●	●	●
No frontage	●		●				○	●											●		●
Secondary																					
Retail		●		●	●	○	○	○	●	○	●		●	●	●			●		●	
Hi Density Res		○		●	●	○	○	○	●		●	●	●					●		●	
Employment	●		○	○	○	●	●	○	○							●	●	●			
Low Density Res	○		○	○	○	○	○	○			●				●	●	●	●	●	●	●
No frontage	●		●				○	●											●		●

B5 Design Principles for each Street Type

OVERALL DESIGN		DESIGN EMPHASIS				LAYOUT				FURNITURE	VALUES											
Priority: High ● Medium ○	Simplicity		Link/Place balance		Environments				Shared space	Priority on-street parking				Notable furniture needs								
	Simple	Complex	Link	Place	Pedestrian	Public Transport	Cycle	Car		Social	Short-term /loading	Residents/ employees	Long term cycle & m/cycle		Pedestrian priority over side street	1 distinct	2 inclusive	3 sustainable	4 legible	5 safe	6 local	7 cost effective
Local																						
Retail	●			●	●	○	○	○	●	●	●		●	●	●						●	
Hi Density Res	●			●	●		○			●	●	●	●	○	●		●				●	
Employment	●			○	●		○	○		●						●	●					
Low Density Res	●		○	○	○		○		●	●	●					●	●					
No frontage	●		○				○	●	○	○									●			●
Service																						
Retail	●			○	●		○	○	●	●	●	●				●					●	
Hi Density Res	●		○	○	○					●	●	●						●				
Employment	●		○	○	○		○	○		○						●		●	●			
Low Density Res	●		○	○	○				●							●		●				
No frontage	●		○		○	○	○	○	○	○									●			●

B5-1 Principles Sheets

The structure of the Principles Sheets is set out in [Section B3](#). There is a sheet for each street type. The principles sheets summarise the priority street users alongside relevant design options. There are some elements that are common to all streets, which are summarised in the first sheet. Any local factors relating to the street should also be identified (discussed in [Appendix 1.8](#)).

The notes set out should usually be the starting point for design. However designs should always respond to local context and this may justify changes in the approach. Special locations are shown in [Appendix 1.8](#).

[All sections will be linked to factsheets for further information]

Note on Car Parking Standards regarding Street Design

The following sets out the Council's current position on car parking and street design.

"PARKING STANDARDS FOR DEVELOPMENT MANAGEMENT. Approved December 2009. Produced by The City of Edinburgh Council with the assistance of Halcrow Group Ltd

5 Reductions in minimum / increases in maximum standards

Car parking provision below the normal minimum may be permitted for sites where:

- minimum parking provision is physically impossible but the development is desirable for other reasons; OR
- lower parking provision is deemed essential for reasons of townscape, air quality or transport impact; OR.
- the developer can justify lower provision to help manage travel in a manner consistent with other Council policies while not causing unacceptable on-street overspill; AND
- the development includes suitable provision of high quality cycle parking at ground or basement level

In this circumstance, additional contributions to public transport, pedestrian and/or cycle facilities in the vicinity and to the Car Club will usually be required. Car parking provision above maximum standards will be acceptable only where the developer can demonstrate that it will not compromise the Council's Local Transport Strategy or other Planning requirements."

Note on road widths on strategic routes

Road widths on strategic routes are 7m, as prescribed for road closures in Chapter 8 of the Traffic Signs Manual; this relates to the clear running lane width (see [factsheet](#)).

B5 Design Principles for each Street Type

Structure of principles sheets

Each sheet contains a small version of the [Edinburgh Street Framework](#), illustrating by a **blue box** the position in the street framework that the street on the sheet refers to. Streets are grouped by link type, so all sheets relating to strategic links are presented first.

Example:

Place type	Link type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Strategic Retail	Strategic					
	Secondary					
	Local					
	Service					
	Path					

Each sheet also contains a table summarising the **design emphasis** to be given to different users and design features in the design process.

Example:

Design emphasis	Place	Very High/ High
	Peds	Very High/ High
	Cycle	Medium*
	Public Transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Medium
	Furniture	High

* = Where street is part of family friendly network, cycle design priority should be high for cyclists (Appendix [X] – Map)

Order of information

These sheets are grouped by link function and the subdivided into place function (illustrated below) in order of relative importance of link and place function for each street.

Link function:

Main streets:

Strategic 

Secondary 

Neighbourhood streets:

Local 

Service 

Path [to follow]

Place function:

Places with high numbers of pedestrians:

Retail

High Density Residential

Places with some pedestrians:

Employment

Low Density Residential

Places with low numbers of pedestrians:

No frontage

B5 Design Principles for each Street Type

Common elements

Design options that are common to all street types are shown on the right.

Walking Environment	Fabric	<ul style="list-style-type: none"> Typically use Pre-Cast Concrete (PCC) Kerbing and Edging outside conservation areas, unless whinstone is currently being used Contrasting Grey Tactile Paving Utility Chambers accesses to be replaced with recessed ones where appropriate
	Furniture	<ul style="list-style-type: none"> Minimise Signage and unnecessary furniture and cluster together, where possible, outside central walking zone Presumption against guardrail where appropriate, existing guardrail to be removed after a guardrail assessment has been carried out. Grit Bins to be provided at Strategic Locations Signage should be wall mounted/relocated outside walking zone
	Layout	<ul style="list-style-type: none"> There should be a convenient and direct route for pedestrians All carriageway crossing points should be suitable for wheelchair users Pedestrian phases on all legs of signalised junctions where required Presumption against shared footways with cyclists, apart from No Frontage /Employment Streets and sections used for connection of the Family Friendly Network
Cycling Environment	Fabric	<ul style="list-style-type: none"> Red Chipping Asphalt Thermoplastic used in high risk locations
	Furniture	<ul style="list-style-type: none"> Short Term Cycle Parking = Sheffield Stands or Cycle Hoops Long Term Cycle Parking = Weather protected and within a lockable building/compound
	Layout	<ul style="list-style-type: none"> Continue across Junction faces (Advisory Markings and Coloured Chips) Continue across Pedestrian Crossings Zigzags/Bus Stops (Coloured Chips Only) Advanced Stop Line (ASL) on all legs of signalised junctions where appropriate Door Zone Minimum 0.5m
Public Transport Environment	Fabric	<ul style="list-style-type: none"> Bus Lanes - Red Chipping Asphalt High level kerbs minimum 100mm upstand
	Furniture	<ul style="list-style-type: none"> All stops must have a Sign Plate & Information Board All stops should have a shelter installed where appropriate
	Layout	<ul style="list-style-type: none"> Bus Stops 25m Bay with Clearways or Bus Boarders Minimum 1.5m walking zone past furniture
Carriageway Environment	Fabric	<ul style="list-style-type: none"> Antiskid used where appropriate 0m@20mph, 25m@30mph. High PSV stone HRA can be used as an alternative HRA Asphalt or SMA where appropriate
	Furniture	<ul style="list-style-type: none"> Utility Chambers to be replaced if worn Traffic Signal Crossing equipment Minimum Requirements as per TSRGD
	Layout	<ul style="list-style-type: none"> Recommended widths specified in carriageway Width Factsheet Additional 0.5m each side if parked vehicles are located alongside
Conservation Areas	<ul style="list-style-type: none"> Within Conservation areas natural materials (eg Stone) should be considered and this should always be discussed with the local neighbourhood/streetscape section as early as possible in the design process Road Markings to be minimised in width Maximum width 50mm. (where permitted by TSRGD) 	
Trees & Landscaping	<ul style="list-style-type: none"> Discussion with streetscape/Parks & Greenspace to be had as early as possible in the design process 	
Notes	<ul style="list-style-type: none"> Central Walking zone is shown as per factsheet PE-00x, Minimum Zone width to be 1.5m 	

B5 Design Principles for each Street Type: Strategic Retail Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Strategic Retail	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets **will** emphasise social spaces and the street's role in the community, the pedestrian environment and public transport. They **will** prioritise place paying close attention to delivering Values 1 and 2. Paving slabs **will** be used for footways to emphasise place and pedestrian importance. They **will** be highly complex in their requirements, and furniture, fabric and layout equally **will** be high relevance in design. General road traffic will be permitted, but not prioritised. Cyclists **will** be separated as far as possible from other road traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	Very High/ High
	Pedestrians	Very High/ High
	Cycling	Medium*
	Public transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Medium/High
Furniture	High	

Walking Environment	Fabric	<ul style="list-style-type: none"> High Quality Paving Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> High Density of Seating – Where footway width is sufficient High Density of Waste Bins Lighting 10m columns or Wall Mounted (Preferred)
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 3m/ Desirable 4.5m or more) Side Junctions to be Raised Junctions/ or continuous# Corner Radii Maximum = 3m Crossing points every 50m to 100m Uncontrolled Crossings – Signalised/Zebra at Strategic Points Consider Shared Space
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> High Density of Short Term Cycle Parking Longer Term parking to be provided at strategic locations
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> Consider Bus lanes (Peak Time along with Parking/Loading) Consider approaches to junctions
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements Road Markings to be minimum width
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted/relocated where appropriate parking to support cycle/bus facilities Parking/Loading – Seek to move to side streets (especially Parking)
Trees & Landscaping		<ul style="list-style-type: none"> Use encouraged to reduce the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none"> # At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations



B5 Design Principles for each Street Type: Strategic Residential (High density) Streets



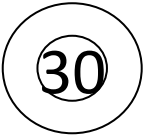
Illustrative

Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Strategic Residential (High density)	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for high density residential streets **will** emphasise social spaces, the pedestrian environment and public transport. They **will** use layout treatments to balance movement and place. They **will** pay close attention to delivering Values 5 and 6. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. General road traffic will be permitted, but not prioritised. Cyclists **will** be separated as far as possible from other road traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	High
	Cycling	Medium
	Public Transport	High/Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Medium Density of Seating Medium Density of Waste Bins Lighting 10m columns or Wall Mounted (Preferred)
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 3m or more) Side Junctions to be Raised Junction/ or continuous[#] Crossing points approx every 100m (Protected from Parking e.g. Build out, Consider Raising) Corner Radii Maximum = 3m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Medium/Low Density of Short Term Cycle Parking
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> Consider Bus lanes (Part Time along with Parking/Loading) Consider approaches to junctions
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted parking to support cycle/bus facilities Parking/Loading – Seek to move to side streets (especially Parking)
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none"> [#] At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations



B5 Design Principles for each Street Type: Strategic Employment Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
Strategic Employment		Secondary					
		Local					
		Service					
		Path					

Design for employment streets **will** prioritise cycle movements, using the space available to help enable an increase in cycle journeys to work and reduce any potential for conflict with large moving vehicles, and public transport. Cyclists **will** be separated as far as possible from other road traffic. They **will** use layout treatments to balance movement and place. They **will** pay close attention to delivering Values 1 and 2.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low/Medium
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at special or Higher use locations
	Furniture	<ul style="list-style-type: none"> Medium/Low Density of Waste Bins Lighting 10m columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more) Crossing points every 100m – Uncontrolled Crossings Corner Radii Maximum = 9m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Density of Short Term & Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)
Public Transport Environment	Furniture	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
Carriageway Environment	Layout	<ul style="list-style-type: none"> Consider Bus lanes (Part Time along with Parking/Loading) Consider approaches to junctions
	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
Trees & Landscaping	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted parking to support cycle/bus facilities
	Fabric	<ul style="list-style-type: none"> See common elements
Notes		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.



B5 Design Principles for each Street Type: Strategic Residential (low density) Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

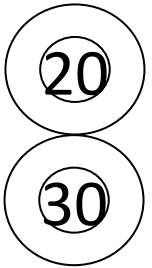
Design for low density streets **will** permit movements by all street users on an equal High basis, with no street users designed for as a priority. Lower density residential streets **will** provide fewer buildings and land uses, generate fewer pedestrians which reduces the need for a high place function.

They **will** pay close attention to delivering Values 5, 6 and 7.

Parking may be able to be provided outside of the clear carriageway width.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at special or Higher use locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 10m Aluminium Columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more) Crossing points approx every 200m Uncontrolled Crossings – Signalised/Zebra at Strategic Points Corner Radii Maximum = 3m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Generally no on street cycle parking is required
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted parking to support cycle/bus facilities
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none">



B5 Design Principles for each Street Type: Strategic No frontage Streets



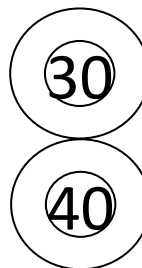
Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Strategic No frontage	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for no frontage streets **will** generally allow motor vehicle movement to predominate, with priority for public transport where necessary (e.g. A90, A8 at A89).

They will be simple in their requirements using common standard design elements. They **will** pay close attention to delivering Values 5 and 7. Footways **will** be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities.

Design emphasis	Place	Very Low
	Pedestrians	Low
	Cycling	Medium
	Public Transport	High
	Car traffic	High
	Large vehicles	High
	Parking	Very Low
	Loading	Very Low
Furniture	Very Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Consider no edging with Type 1 shoulders in rural setting
	Furniture	<ul style="list-style-type: none"> Very Low Density of Waste Bins Lighting 10m Aluminium Columns
	Layout	<ul style="list-style-type: none"> Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> No Requirements
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Segregated or Shared Footway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted parking to support cycle/bus facilities
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged.
Notes	<p>Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access</p>	



B5 Design Principles for each Street Type: Secondary Retail Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Secondary Retail	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets will emphasise social spaces and the street's role in the community, the pedestrian environment including informal movements and public transport. They will prioritise place paying close attention to delivering Values 1, 4 and 6. They will use layout treatments alongside fabric and furniture treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. Space for cycling, public transport, loading and short term parking will have priority over delivering high through traffic flows. Pedestrians will have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	Very High/ High
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	High (Short Term parking High)
	Loading	Medium/High
Furniture	Medium/High	

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> High Density of Seating High Density of Waste Bins Lighting 10m columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 3m or more) Side Junctions to be Raised Junctions/ or continuous[#] Corner Radii Maximum = 3m Crossing points every 50m to 100m Uncontrolled Crossings – Signalised/Zebra at Strategic Points
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> High Density of Short Term Cycle Parking Low Density of Long Term Cycle Parking
Public Transport Environment	Furniture	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
Trees & Landscaping	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
Notes	Layout	<ul style="list-style-type: none"> Clear Width generally 5.5m minimum, desirably 7.0m or more. Parking/Loading as required at strategic points – Seek to move to side streets
		<ul style="list-style-type: none"> Use encouraged to reducing the amount of open space Helps reduce impact of parking. # At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations

20

B5 Design Principles for each Street Type: Secondary Residential (High density) Streets

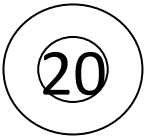


Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for **High** density residential streets will emphasise social spaces and the pedestrian environment. These streets may form lower frequency bus and/or cycle routes. They will use layout treatments to balance movement and place. They will pay close attention to delivering Values 4 and 6. Long-term cycle parking will be provided for residents. General road traffic will be permitted, but not prioritised, and car parking will be provided. Pedestrians will have priority through junctions and intersections, including across side streets.

Design emphasis	Place	Medium
	Pedestrians	High
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	Low
	Furniture	Medium

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Medium Density of Seating Medium Density of Waste Bins Lighting 10m columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable +) Side Junctions to be Raised Junction/ or continuous[#] Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising) Uncontrolled Crossings – Signalised/Zebra at Strategic Points Corner Radii Maximum = 3m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Medium Density of Short Term Cycle Parking High Density of Long Term Cycle Parking
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 5.5m minimum, desirably 7.0m + Parking as required at strategic points
Trees & Landscaping		<ul style="list-style-type: none"> Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<p>[#] At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>



B5 Design Principles for each Street Type: Secondary Employment Streets



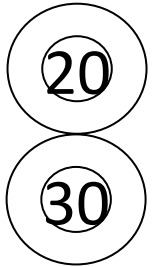
Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for employment streets will prioritise cycle movements, using the space available to help enable an increase in cycle journeys to work and reduce any potential for conflict with large moving vehicles, and public transport.

They will be simple streets use fabric treatments to balance movement and place, and ensure that pedestrians feel comfortable through attractive design. They will pay close attention to delivering Values 2, 3 and 3.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low/Medium
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Paving Flags at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 10m columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 2m/ Desirable 2.5m or more) Crossing points every 100m Corner Radii Maximum = 6m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Density of Short Term & Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none">



B5 Design Principles for each Street Type: Secondary Residential (low density) Streets

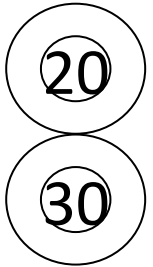


Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
Secondary Residential (low density)		Secondary					
		Local					
		Service					
		Path					

Design for low density streets will permit movements by all street users on an equal basis, with no street users designed for as a priority. There will not be a widespread place function although local design details and features will be used. They will pay attention to delivering all street values. Trees will help improve the sense of enclosure on these streets.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium/ High
	Public Transport	Medium/Low
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Medium/ High
	Loading	Low
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Paving Flags at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 10m columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more) Crossing points every 100m Corner Radii Maximum = 3m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Generally no on street cycle parking is required Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none">



B5 Design Principles for each Street Type: Secondary No frontage Streets



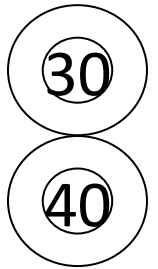
Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
		Strategic					
		Secondary					
		Local					
		Service					
		Path					

Secondary No frontage	
Place type	Link type

Design for no frontage streets will allow car movement to predominate.

They will be simple in their requirements using common standard design elements. They will pay close attention to delivering Values 5 and 7. Footways will be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities. Cycle lanes will be important where there are destinations such as rural settlements adjoining the route, carrying cyclists elsewhere.

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Consider no edging with natural shoulders in rural setting
	Furniture	<ul style="list-style-type: none"> Very Low Density of Waste Bins Lighting 10m Columns
	Layout	<ul style="list-style-type: none"> Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> No Requirements
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.3m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged.
Notes		<ul style="list-style-type: none"> Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access



Design emphasis	Place	Very Low
	Pedestrians	Low/Medium
	Cycling	High/Medium
	Public Transport	Low
	Car traffic	High
	Large vehicles	High
	Parking	Low
	Loading	Low
	Furniture	Low

B5 Design Principles for each Street Type: Local Retail Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Local Retail	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets **will** emphasise social spaces and the street's role in the community and the pedestrian environment. They **will** prioritise place paying close attention to delivering Values 1 and 6.

They **will** be simple streets, where seating, bins, cycle and motorcycle parking, and bus shelters will be relevant. Full shared space will be considered. General road traffic will be permitted at low speeds, but not prioritised. Space for loading and short term parking will have priority over moving traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	Very High/ High
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Low
	Large vehicles	Low/Medium
	Parking	Medium/High
	Loading	Medium
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Medium Density of Seating Medium Density of Waste Bins Lighting 10m columns or Wall Mounted (Preferred)
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 3m or more) Side Junctions to be Raised Junctions/ or continuous[#] Presumption against shared footways with Cyclists Corner Radii Maximum = 3m Uncontrolled Crossings – Signalised if required Crossing points every 50m to 100m Consider Shared Space
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> High Density of Short Term Cycle Parking Low Density of Long Term Cycle Parking
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Shared Carriageway Recommended = Advisory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements Consider use of Bus Gate
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 5.5m or more. Parking/Loading as required at strategic points
Trees & Landscaping		<ul style="list-style-type: none"> Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none"> # At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed.

B5 Design Principles for each Street Type: Local Residential (High density) Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					
		Local Residential (High density)					

Design for **High** density residential streets **will** emphasise the pedestrian environment. Full shared space such as home zones will be considered.

They **will** be simple streets, where cycle and motorcycle parking will be relevant. They **will** pay close attention to delivering Values 1, 3, and 6. General road traffic will be permitted at low speeds, but not prioritised. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Place	Medium
Pedestrians	High
Cycling	Medium
Public Transport	Low/Medium
Car traffic	Low
Large vehicles	Low
Parking	High
Loading	Low
Furniture	Medium

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Medium Density of Seating Medium Density of Waste Bins Lighting 10m columns or Wall Mounted (Preferred)
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 2.5m or more) Side Junctions to be Raised Junction/ or continuous[#] Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising) Presumption against shared Cycle/Pedestrian footways Corner Radii Maximum = 3m Consider Shared Space especially in new streets or if problems of footway parking
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Low Density of Short Term Parking High Density of Long Term Parking
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Shared Carriageway Recommended = Advisory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker on all new streets
	Layout	<ul style="list-style-type: none"> See common elements Option to include Bus Gate
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 5.5m or more. Parking/Loading as required at strategic points
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none"> [#] At junctions with local or service streets – Junctions should generally be converted when either neighbourhood carriageway or footway is renewed.

B5 Design Principles for each Street Type: Local Employment Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for employment streets **will** prioritise pedestrian movements. Full shared space will be considered.

They **will** be simple streets. They **will** pay close attention to delivering Values 2 and 3.

Design emphasis	Place	Medium
	Pedestrians	High /Medium
	Cycling	High /Medium
	Public Transport	High (If Present)
	Car traffic	Medium/Low
	Large vehicles	Medium
	Parking	Medium
	Loading	Medium
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 10m Aluminium Columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 2m/ Desirable 2.5m or more) Crossing points every 100m Corner Radii Maximum = 3m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Density of Short Term & Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)
Public Transport Environment	Layout	<ul style="list-style-type: none"> Desirable Minimum = Shared Carriageway Recommended = Advisory lanes or Separated Lanes where appropriate/feasible
	Fabric	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
	Layout	<ul style="list-style-type: none"> See common elements
	Fabric	<ul style="list-style-type: none"> See common elements
Trees & Landscaping	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 5.5m or more.
Notes	<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking. 	
	<ul style="list-style-type: none"> depends on density. (Offices will mean High pedestrian priority) # As pedestrians High Priority on Family Network 	



B5 Design Principles for each Street Type: Local Residential (low density) Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Local Residential (low density)	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for low density streets will prioritise pedestrian movements. Full shared space such as home zones will be considered.

They **will** be simple streets. They **will** pay close attention to delivering Values 2 and 3.

Parking may be able to be provided outside of the clear carriageway width.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Low/Medium
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium/ High
	Loading	Low
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 10m Aluminium Columns
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Local – 1.5m/ Desirable 2m or more) Crossing points every 100m Presumption against shared cycle/pedestrian footways Consider Shared Space especially in new streets or if problems of footway parking
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Generally no on street cycle parking is required
	Layout	<ul style="list-style-type: none"> Shared Carriageway
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 5.5m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none">

B5 Design Principles for each Street Type: Local No frontage Streets



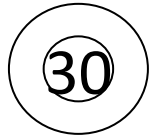
Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Local No frontage	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for no frontage streets **will** allow car movement to predominate.

They will be simple in their requirements using common standard design elements. They **will** pay close attention to delivering Values 5 and 7. Shared space such as virtual footways will be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities.

Design emphasis	Place	Low
	Pedestrians	Low
	Cycling	Medium
	Public Transport	Low
	Car traffic	High
	Large vehicles	Low
	Parking	Low
	Loading	Low
	Furniture	Low

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Consider no edging with Type 1 shoulders in rural setting
	Furniture	<ul style="list-style-type: none"> Very Low Density of Waste Bins Lighting 10m Aluminium Columns
	Layout	<ul style="list-style-type: none"> Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.
Cycling Environment	Fabric	<ul style="list-style-type: none"> No Requirements
	Furniture	<ul style="list-style-type: none"> No Requirements
	Layout	<ul style="list-style-type: none"> Generally Shared Carriageway
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> See common elements
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 5.5m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Trees can be used to break up areas of parking. Discussion with streetscape/Parks & Greenspace to be had as early as possible in the design process
Notes		<ul style="list-style-type: none"> Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access



B5 Design Principles for each Street Type: Service Retail Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Service Retail	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets will emphasise social spaces and the street's role in the community and the pedestrian environment. They will prioritise place paying close attention to delivering Values 1 and 5.

They will be simple streets. Street furniture such as seating, bins, cycle and motorcycle parking will be relevant. Full shared space will be considered. Space for loading and short term parking will have priority over moving traffic.

Design emphasis	Place	High
	Pedestrians	High
	Cycling	Medium
	Public Transport	Low
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	High
Furniture	High	

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Medium Density of Seating Medium Density of Waste Bins Lighting 5-6m Columns or Wall Mounted Consider Shared Space
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 3m or more) Side Junctions to be Raised Junctions/ or continuous[#] Presumption against shared footways with Cyclists Corner Radii Maximum = 3m Crossing points every 50m to 100m
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> High Density of Short Term Cycle Parking Low Density of Long Term
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Shared Carriageway Recommended = Advisory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)
Public Transport Environment	Fabric	<ul style="list-style-type: none"> NA
	Furniture	<ul style="list-style-type: none"> NA
	Layout	<ul style="list-style-type: none"> NA
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 6.0m or more. Parking/Loading as required at strategic points
Trees & Landscaping		<ul style="list-style-type: none"> Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<p># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>



B5 Design Principles for each Street Type: Service Residential (High density) Streets



Click for index		Place type	No. front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for high density residential streets will emphasise the pedestrian environment. Shared space such as virtual footways will be considered.

They will be simple streets. They will pay close attention to delivering Values 4. Long-term cycle and motorcycle parking will be provided for residents. Car parking will be provided.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Low
	Public Transport	Very Low
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	Low
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> Paving Flags Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Low Density of Seating Lighting 5-6m Columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 2m/ Desirable 2.5m or more) Side Junctions to be Raised Junction/ or continuous[#] Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising) Corner Radii Maximum = 3m Consider Shared Space especially in new streets or if problems of footway parking
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Low Density of Long Term Parking
	Layout	<ul style="list-style-type: none"> Shared Carriageway
Public Transport Environment	Fabric	<ul style="list-style-type: none"> NA
	Furniture	<ul style="list-style-type: none"> NA
	Layout	<ul style="list-style-type: none"> NA
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 6.0m or more. Parking as required at strategic points
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<p>[#] At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed.</p> <p>At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>

B5 Design Principles for each Street Type: Service Employment Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
Service Employment	Strategic						
	Secondary						
	Local						
	Service						
	Path						

They will be simple streets. Shared space such as virtual footways will be considered.

They will pay close attention to delivering Values 2, 4 and 5. They will be streets for all users.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Low
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	High
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing Paving Flags at Strategic Locations Whinstone Kerbs & PCC Kerbs out with conservation areas
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 5-6m Columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more) Presumption against shared footways Option to create Shared Space
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Medium Density of Short Term Cycle Parking Longer Term parking to be clustered
	Layout	<ul style="list-style-type: none"> Shared with Carriageway
Public Transport Environment	Fabric	<ul style="list-style-type: none"> NA
	Furniture	<ul style="list-style-type: none"> NA
	Layout	<ul style="list-style-type: none"> NA
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 6.0m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space
Notes		<ul style="list-style-type: none">

B5 Design Principles for each Street Type: Service Residential (low density) Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for low density streets will emphasise social spaces and the street's role in the community, including play, and the pedestrian environment. They will pay attention to delivering Values 2 and 4.

They will be simple streets. Cycling may be relevant.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Low
	Public Transport	Very Low
	Car traffic	Low
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 5-6m Columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Local – 1.5m/ Desirable 2m or more) Crossing points every 100m Consider Shared Space especially in new streets or if problems of footway parking
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Generally no on street cycle parking is required
	Layout	<ul style="list-style-type: none"> Generally Shared Carriageway Cycle Gates appropriate
Public Transport Environment	Fabric	<ul style="list-style-type: none"> NA
	Furniture	<ul style="list-style-type: none"> NA
	Layout	<ul style="list-style-type: none"> NA
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 6.0m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.
Notes		<ul style="list-style-type: none">

B5 Design Principles for each Street Type: Service No frontage Streets



Place type	Link type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Strategic						
Secondary						
Local						
Service						
Path						

Design for low density streets will permit movements by all street users on an equal basis, with no street users designed for as a priority. They will be simple in their requirements using common standard design elements. They will pay close attention to delivering Values 5 and 7. Shared space such as virtual footways will be provided where they could be any demand for pedestrian movement.

Design emphasis	Place	Place
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Low	

Walking Environment	Fabric	<ul style="list-style-type: none"> HRA Surfacing PCC Paving at Strategic Locations
	Furniture	<ul style="list-style-type: none"> Low Density of Waste Bins Lighting 5-6m Columns or Wall Mounted
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Generally no on street cycle parking is required
	Layout	<ul style="list-style-type: none"> Generally Shared Carriageway Cycle Gates appropriate
Public Transport Environment	Fabric	<ul style="list-style-type: none"> NA
	Furniture	<ul style="list-style-type: none"> NA
	Layout	<ul style="list-style-type: none"> NA
Carriageway Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> See common elements
	Layout	<ul style="list-style-type: none"> Clear Width generally 4.5m minimum, desirably 6.0m or more.
Trees & Landscaping		<ul style="list-style-type: none"> Use of Trees and Landscaping encouraged. Use encouraged to reducing the amount of open space Helps reduce impact of parking.

20

Section C

Technical Street Design Manual

This Section of the Guidance develops the Street Detail section in Designing Streets setting out its detailed application in Edinburgh to create the places defined by the values set out in Section A.

C Detailed Design Manual – the street design options

- Design must carry forward policies, values and concepts into the detail of a street.

Edinburgh has set out street detail as a series of factsheets. These provide the technical requirements for designing streets in Edinburgh in detail. Factsheets cover each element of the street environment.

Factsheets are organised by the user environments (set out in [Section B3.1](#)), and sub-divided by the design options (set out in [Section B3.2](#)). How design options vary in general terms is summarised in [Section B5](#) and [Appendix 5](#), for background information.

The factsheets cover good practice, the street types that the design options are relevant to, and alternative options for design and implementation. Some factsheets contain an **ENGINEERS' CHECKLIST** and others contain design drawings, depending on the design option.

C-1 Factsheet Contents

<ul style="list-style-type: none"> • Pedestrian Environment Layout Pedestrian Zone Crossing Shared Fabric and materials Footway Kerbing Furniture Waste Bollards Traffic Signals Seating Trees & Vegetation General Furniture 	<ul style="list-style-type: none"> • General carriageway environment Layout General Intersections Parking & Loading Traffic Calming Road Markings Fabric and materials Surfacing Furniture Drainage 	<ul style="list-style-type: none"> • Public Transport Environment Layout Bus Tram Fabric and materials Public Transport Lanes Furniture Public Furniture
		<ul style="list-style-type: none"> • Cycling Environment Layout Cycle Lanes Transitions Fabric and materials Cycleway Materials Furniture Cycle Parking

A illustrative sample of the factsheets is provided in this version:

Pedestrian Environment/Layout

Pedestrian Zones – Widths	C1-1-a
Pedestrian Zones – Crossovers	C1-1-c
Crossings – Zebra Crossing	C1-2-a
Crossings – Signalised Crossing	C1-2-b
Crossings – Uncontrolled	C1-2-c
Shared – Home Zones	C1-3-b

Cycling Environment/Layout

Cycling Lanes – On Road	C2-1-a
Cycling Lanes – Separated Lanes (Types)	C2-1-b
Cycling Lanes –Footway (Separated & Shared)	C2-1-c
Transitions – Bus Stops	C2-2-a
Transitions – Joining/Leaving Carriageway	C2-2-b

Carriageway Environment/Layout

Geometry – Widths	C4-1-a
Geometry – Corner Radii	C4-1-b
Unregulated Junction	C4-2-d
Continuous Junction (Gateway Entrance)	C4-2-e

Pedestrian Zones – Widths

Description

The width of the footway should be of sufficient width to accommodate activity present. The crossfall of footway can greatly affect all users. And as such requires to be sufficient to drain water during rainfall but not to an adverse of users.

Why

Suitable widths to assist all users in comfortable use of the footway
Greater width create places to stay/chat or play

Checklist

The table specifies the minimum widths of footways - i.e. Pedestrian routes associated with carriageways. These widths may require to be increased to cater for high pedestrian volumes, and/or bus stops.

Detail

- Where vehicles park at right angles to the footway, an extra 0.8m will be required to accommodate any overhang
- Though generally pedestrian areas should be protected by bollards, chocks within the parking bay, or other devices
- Headroom should normally be at least 2.6m, with a minimum of 2.3m for a distance no greater than about 10m.
- Footway should be widened to minimum widths where feasible.
- Footpaths should be in wider corridors normally constituting path and verges.
- Where paths are separated from the general road network they should be within corridors no less than 5m wide.
- These widths may require to be increased to cater for high pedestrian volumes, and/or bus stops/schools/shops

Link Type	Minimum/ Desirable									
	No frontage		Residential (low density)		Employment (non high street)		Residential (high density)		Shopping/ high street/ high density employment	
	UL	L	LM	M	H					
Strategic	3	≥3	3	≥3	3	≥3	3	≥3	3	≥5
Secondary	2	≥2	2	≥2	3	≥3	3	≥3	3	≥4
Local	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3
Service	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3
Path	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3

Exceptions

Footways may be reduced in width over short lengths not exceeding 3 metres to negotiate mature trees and other obstructions, but they should at no point be less than 1.4 metres wide
Where public utilities services underlie the footway, special arrangements may be necessary at sections of reduced width to accommodate utilities.

Footpath Widths (Off Road)

Route/Area Type	Minimum Width (m)
Minor pedestrian routes	2.0
Major pedestrian routes	3.0
Shopping Precinct	6.0
Footbridge	2.5
Underpass (2.3m headroom)	2.5

Key Pedestrian Usage
 UL - Ultra Low
 L - Low
 LM - Low/Medium
 M - Medium
 H - High

Pedestrian Zones - Crossovers

Description

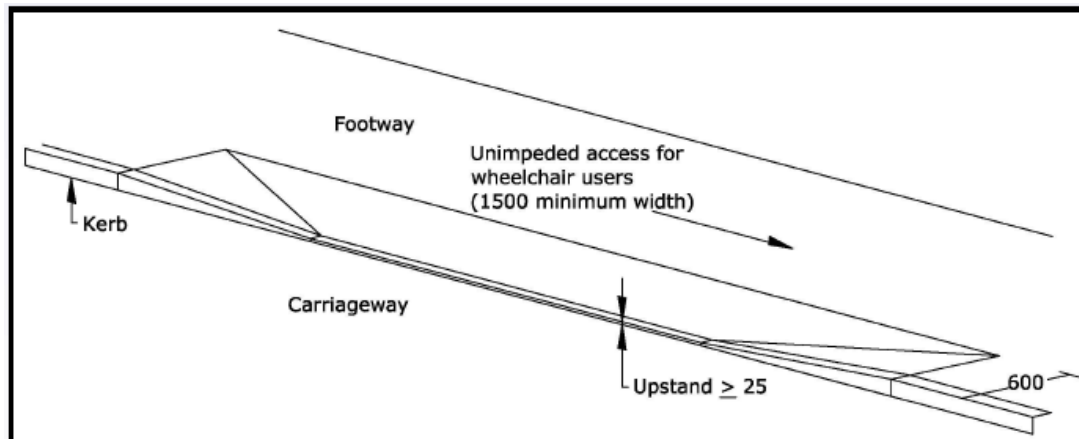
A access point across a footway/verge to gain vehicle access to property from the carriageway.

To allow access to individual driveways while keeping priority for pedestrians

Checklist

- Where vehicular access to premises is taken across a footway, the ramped portion should be confined to that immediately adjacent to the carriageway thus emphasising the pedestrians' priority
- Must not cause a hazard for pedestrians.
- Designer should ensure that the design of vehicle crossovers clearly indicate the pedestrians and cyclist have priority over vehicles
- The short ramp adjacent to the dropped kerb also encourages a reduction in the speed of vehicles crossing the footway.

Detail



- Rear of footway to remain level
 - Minimum width 1m
 - Recommend width 1.5m
- Ramped section of footway confined to carriageway edge - this emphasises the pedestrian priority
- 25mm Kerb Height to be maintained
- Design of crossover such that surface water run off into carriageway
- Gradient of ramp section should not exceed 1:6
- If vehicle entrance has a high usage the depth of footway construction should be increased ([Materials Factsheet](#))
- Material should match existing footway
- Where footway is narrow alternative chamfered kerbs should be used to avoid change in level of footway
- The length of reduced kerb height should be 1.8 metres greater than the width of the access and a minimum of 4.5m.

Exceptions

- Where there is larger or busy driveway/car park access (e.g. Entrance to a busy car park), the entrance should be converted to a junction entrance ([Junction Factsheets](#))
- Where vehicle flows are high, such as at the entrance to a petrol station, tactile surfacing may be required. Such crossings must comply with current DETR guidelines.
- Tactile paving should be provide at the crossing point where material change

Crossings – Zebra Crossing

Description

A formal pedestrian crossing without the use of Signals or push button control. Vehicles must stop when pedestrian are waiting to cross.

Furniture

- Belisha Beacon (Amber coloured globe atop a black and white pole) Illuminated at night.
- Set 450mm from kerb face and 500mm from tactile paving
- Required on the approaches to the crossing.

Road Markings

- Layout as per TSM Chapter 5
- Zigzags can be reduced on exits where

Other Key Points

- Cycle Lane surfacing should be continued through crossing (Outwith Road Studs/Stop Lines)
- Should be located close to pedestrian desire lines
- No guardrail should be installed unless required as part of guardrail assessment
- Consideration should be given to raising the crossing, this helps with pedestrian priority and making a place.

Road Width

- $X < 10\text{m}$ – Single Stage
- $10 < X < 15\text{m}$ – Single Stage with Refuge Island
- $X > 15\text{m}$ – Zebra not suitable



Tactile Paving

- See Tactile Factsheets for layout
- Blister paving to be used at all crossing points
- Contrasting colour to the surrounding footway to be used

Antiskid Length

- 20mph – Not Required
- 30mph – Minimum 25metres
- 40mph – Minimum 50metres
- Risk Assessment Where required

Bus Stops

Sited upstream of crossing
See Bus Stop Factsheets

Crossing Width

- Minimum – 2.8 metres
- Desirable – 3.2 metres
- Maximum – 10.0 metres

Further Information

- Pedestrian Crossing Guidance
- Tactile paving guidance
- Factsheets (Tactile paving, d-islands, & materials)
- LTN 2/95 Design of pedestrian Crossings
- Appendix A – Note on crossings near to junctions
- The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997

Crossings – Signalised Crossing

Description

A signalised crossing is a formal type of pedestrian crossing with push button controls.

Furniture

- Keep furniture to a minimum
- Cabinets sited out with pedestrian waiting area
- Vehicle Drivers require Primary & Secondary Signal head
- Primary Push Button Right hand side
- Toucan/Pegasus require 2 push buttons
- See [Furniture Factsheets](#)

Crossing Width

Pelican/Puffin

- Minimum – 2.8metres
- Desirable – 3.2metres
- Maximum – 10.0 metres

Toucan/Pegasus

- Minimum -3.2metres
- Desirable – 4.0metres
- Maximum – 10.0metres

Road Widths

x<10m – Single Stage
 10<x<15m – Single Stage with refuge
 X>15m – Two Stage/ Staggered

Options

- Pelican (Pedestrian),
- Puffin (Pedestrian),
- Toucan (Pedestrian & Cyclist)
- Pegasus (Pedestrian, Cyclist & Equestrian)

Other Key Points

- Cycle lanes surfacing should be continued through crossing (Outwith Road



Studs/Stoplines)

- Should be located close to pedestrian desire lines – See [\(Location of Crossing guidance\)](#)
- Refer to [Guardrail Assessment](#) before installing
- Vehicle Drivers require Primary & Secondary Signal head
- Option to raise crossing

Tactile Paving

- See [Tactile Factsheets](#) for Layout
- Blister paving to be used at all crossings
- Contrasting Colour to surrounding footway

Road Markings

Stop Lines required

Minimise Zigzags where possible

Layout as per [Traffic Signs Manual Chapter 5](#)

Antiskid Length

- 20mph – Not Required
- 30mph – Min 25metres
- 40mph – Min 50metres
- [Risk Assessment](#)

Bus Stops

Sited upstream of crossing
 See [Bus Stop factsheet](#)

Further Information

- Pedestrian Crossing Guidance
- Tactile paving guidance
- Factsheets (Tactile paving, d-islands, & materials)
- LTN 2/95 Design of pedestrian Crossings
- Appenidx A – Note on crossings near to junctions
- The Zebra, Pelican and Puffin Pedestrian Crossings Regs and Gen Directions 1997

Crossings – Uncontrolled

Description

The most basic form of crossing is a pedestrian refuge in the form of an island in the centre of the road, often at junctions.

They are usually placed at junctions, where pedestrian normally cross the minor street to continue there journey.

Also used at strategic points on the network where there isn't a requirement to install a controlled crossing such as zebra or puffin.

Although these are subject to site constraints they can be introduced without any informal or formal consultation.

Pedestrians must wait for a suitable gap in the traffic before crossing.

Detail

- A variety of uncontrolled crossings can allow pedestrians to stop and cross the main traffic safely.
- These include solutions that passively reduce traffic speeds and/or address the crossing as a two-stage process.
 - Installed with Refuge Island
 - Raise the surrounding carriageway
 - Buildouts (Factsheets)
- Blister paving to be used at all crossing points
- Contrasting colour to surrounding footway
- White Bars marking can be used across crossing point to avoid parking
- Can be installed with 'look left' and 'look right' road markings that also act as a parking deterrent.
- The dropped kerb should be flush with the carriageway. (maximum 6mm rounded bullnose if absolutely essential)
- The minimum width of the flush dropped kerb should be 1.8m.
- Recommended width 2.4m
- The maximum gradient of the dropped kerb approach should be 1/12.
- The flared sides should have a maximum gradient of 1 / 11.

- If the width of the footway is sufficient there should be a level area (900mm minimum width) along the rear of the dropped crossing to allow easy passage for wheelchair and mobility scooter users who are not crossing the road.



- Tactile paving should extend across the entire width of the flush dropped kerb and be used on all crossing points.
- Consideration should be given to providing tactile paving on existing dropped crossings that were installed without it, especially on A and B roads.
- The crossing points should be directly in line with each other and the length of tactile and flush drop kerb equal on both sides.
- When finding a suitable location for the crossing to be installed, consideration should be given to pedestrians' most likely route of travel.

Shared – Home Zones

Description

- Home Zones are residential areas featuring streets shared between pedestrians, cyclists and motor vehicles. Vehicle speeds and volumes are low, and an environment is created in which pedestrians, cyclists and vehicles have equal priority and status within the carriageway.
- High quality street environment that pedestrians can feel safe to use and hence they should be designed with people who use them in mind
- Given that Home Zones are very much tailored to the needs of local communities, it is likely that their form will vary between developments. As a consequence, it is difficult and not constructive to provide prescriptive guidance in relation to their implementation.
- A shared surface allows pedestrians and vehicles to gain access to premises via a road which is not constructed with the conventional carriageway/footway arrangement. Where such roads are proposed for residential development, they must constitute part of an overall design concept, aimed at creating a more pedestrian friendly environment.

Why

- Create an environment where vehicle speeds are low and everyone has equal priority
- It is recommended that full involvement from the Council's planners, engineers and community development staff is included in the design process. This should mean that current best practice from schemes elsewhere in the city is taken into account, in addition to ensuring that community needs are accommodated.
- Certain sites adopting shared surface streets may be formally designated as Home Zones. Formal promotion of such schemes is required under the Transport (Scotland) Act (2001) and the Home Zones (Scotland) Regulations (2002),
- Layouts which do not conform in this respect, and merely seek to avoid the provision of footways, will not be acceptable.

Detail

In terms of the principles, Home Zones should:

- consist only of short lengths of residential streets
- be located on streets which do not form through routes, i.e. generally only carry traffic local to and from the immediate vicinity of the zone;
- be streets where the maximum vehicle flow is less than 100 vehicles per hour;
- have a design speed close to walking/cycling speed, i.e. less than 10mph; this can be achieved through use of horizontal traffic calming, street furniture or planting and different surface types,
- The reduction of carriageway width and forward visibility can also help to achieve this design speed
- feature controls on parking, permitting parking only in designated and well-defined areas and limiting parking so that it does not dominate the street;
- feature measures to encourage social activity within the street, such as benches, play areas and street furniture;
- be clearly a different environment from a traditional street, by means of surfacing, signing and the presence of planting or street furniture;
- be designed wherever possible with community involvement, to ensure the buy-in of the main end users of the scheme; and
- take full cognisance of the needs of disabled people and vulnerable road users, where appropriate providing measures to protect users and assist with navigation through the area.
- Tailored on individual bases to needs of communities
- Distinguished from other streets by having signed entry/exit points

If these principles cannot be incorporated, it may be inappropriate for the scheme to be considered a Home Zone and more traditional layouts may be more applicable.

Layout

Shared surfaces should be designed so as to keep vehicle speeds low, ideally approaching walking pace. This may be achieved through use of horizontal traffic calming, street furniture or planting and different surface types. The concepts of reduced carriageway width and reduced forward visibility described earlier will also assist in meeting this objective.

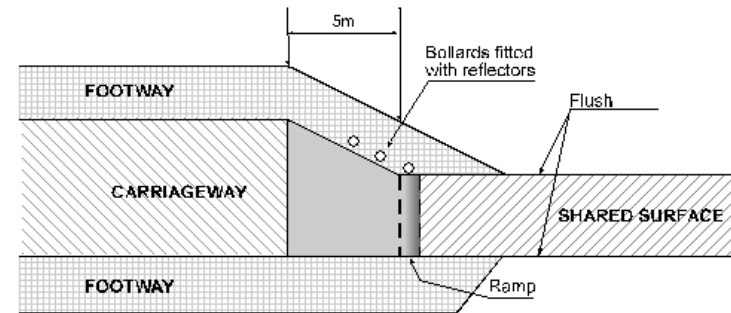
Transitions to Shared Surfaces

Transitions from conventional to shared surface roads should occur only at road junctions, or at locations where there is a marked discontinuity in road alignment, to draw to the attention of drivers the change in the nature of the road and the need for a different driving technique. All transitions should be further emphasised by the incorporation of the following features as detailed in Drawing 3:

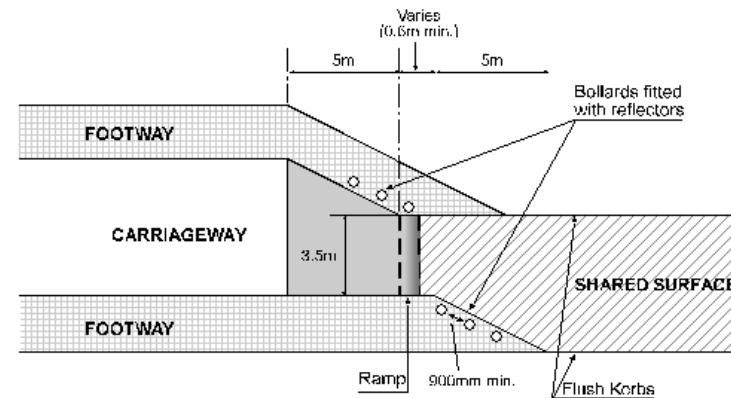
- An offset to the right in nearside kerb alignment.
- A change in the type of road surfacing.
- A ramp (usually up to footway level)
- Topographical features

Parking

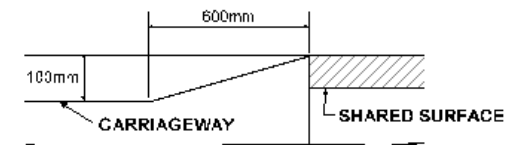
The presence of parked vehicles can be especially dangerous in that children using the shared surface may be concealed from the view of approaching drivers by them. Layout design should therefore include provision of clearly demarcated parking spaces in convenient and safe locations, and every effort should be made to discourage casual parking elsewhere on the shared surface. Parallel lay-by parking will not be appropriate for shared surface roads, except in Home Zone layouts.



(a) Transition from 5.5m wide carriageway to 3.5m wide shared surface.



(b) Transition from 5.5m wide carriageway to 5.5m wide shared surface.



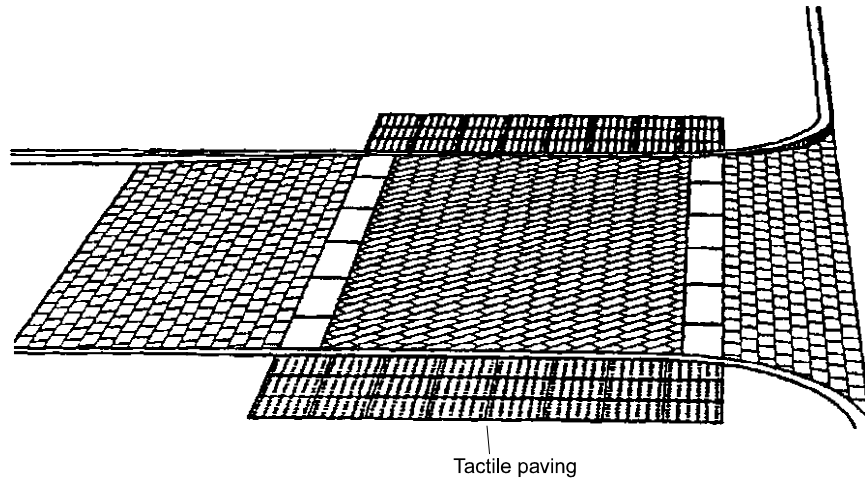
Section through ramp.

Drawing 3 - Transitions to Shared Surface Roads

Materials

It is of paramount importance for road safety that all road users are continually aware of the shared nature of these roads and, to this end, shared surfaces should be paved differently from adjacent roads which are provided with separate footways.

- Block paving or alternative similar materials (e.g. setts) are the preferred materials for shared surfaces, subject to maintenance considerations.
- All materials must be approved by the Development Control (Services for Communities)
- Landscape treatment and shrub planting should not restrict intervisibility between pedestrians and vehicles.



Drawing 4 - Raised Entry Treatment (illustrative only)

Cycle Lanes – On Road

Description

On road cycle lanes are the cheapest form of provision as they are defined by road markings and signage.

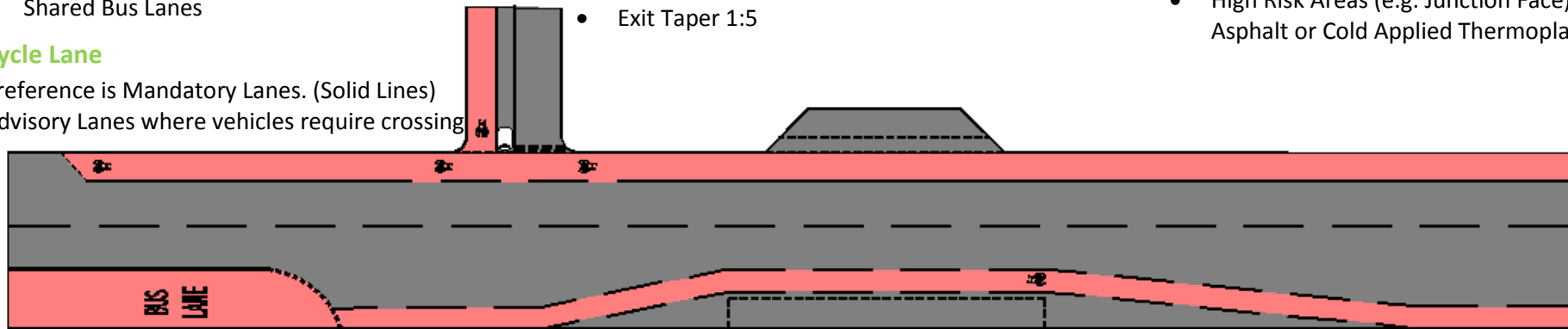
Three types of on road lanes

- Mandatory lanes
- Advisory lanes
- Shared Bus Lanes

Cycle Lane

Preference is Mandatory Lanes. (Solid Lines)

Advisory Lanes where vehicles require crossing



Junction Access

Reduce Radii of corner

One Way Streets

Allow access for Cyclists contraflow.

Other options are available according to vehicle and cyclist flows and speeds

Tapers at Parking Bays

- Entry Taper 1:10
- Exit Taper 1:5

Lane Widths

- 2.0m Recommended Width
 - 2.25m Maximum Width
 - 1.5m Absolute Minimum
- Lanes narrower than 1.5m should not generally be provided

Surfacing

- All cycle lanes to HRA with Red Chips
- High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Cold Applied Thermoplastic Surfacing

Signage

Advisory Lanes - No Signage required

Mandatory Lanes - Sign Plate 959.1 at 100m intervals

Shared Bus Lanes

- 4.5m recommended Width
- 4.25m desirable minimum
- 4.0m absolute minimum

Regulations

Advisory No TRO required
Mandatory TRO Required

Buffer Zone/ Dividing Strip at Parking

- 1.0m Recommended Width
- 0.75m desirable minimum
- 0.5m absolute minimum

Further Information

Cycling by Design, Transport Scotland, 2010
Sustrans Design Manual

Exceptions

Widths below 1.5m should be consulted with the cycling team and only used over short distances (e.g. Approach to junctions)

Link Type	Cycle Lanes				
	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary	Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated				
Local	Shared Carriageway		Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated		
Service	Shared Carriageway				

'Consider' where traffic volumes are high consideration for further separation is recommended

Cycle Lanes – Separated Lanes (Types)

Description

On strategic routes into the city, cycle tracks are the safest solution, being preferable to cycle lanes, as the track is separated from the motorised traffic, the risk of (passing) conflicts are kept to a minimum. There is a higher risk of conflict at intersections where cycle and vehicles encounter each other. Generally cycle tracks next to carriageway are one-way (In Direction of Travel); however there may be occasion where 2-way is more appropriate such as:

- 1/ shortening the route,
- 2/ Prevents crossing movements or
- 3/ Lack of space to provide a cycle track on both sides

Attention to detail particular at intersections is very important in the design of 2 way cycle tracks

Surfacing

All cycle lanes to HRA with Red Chips
High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Thermoplastic Surfacing

Buffer Zone at Parking Bays

Desirable 1m
Absolute Minimum 0.5m ([Parking Bay Factsheet](#))

Widths

Raised Hybrid Cycle Lane

Separated by half raised kerb 50mm height
Desirable Width - 2.5m
Minimum Width - 2.0m

Two Way Cycle Track

Desirable Width - 4.0m
Minimum Width - 3.0m

Separated Lane Widths

2-way

>4.0m Recommended Width
3.5m Desirable Minimum
3.0m Absolute Minimum

1-way

>2.0m Recommended Width
2.0m Desirable Minimum
1.75m Absolute Minimum

Positioning

- Separated Lanes should be installed along the existing kerbline to protect cyclist
- Parking Bays
 - Will be installed outside the lanes
- Bus Stops
 - See [Bus Stop Factsheet](#)

Side Road Access at 2-way Lanes

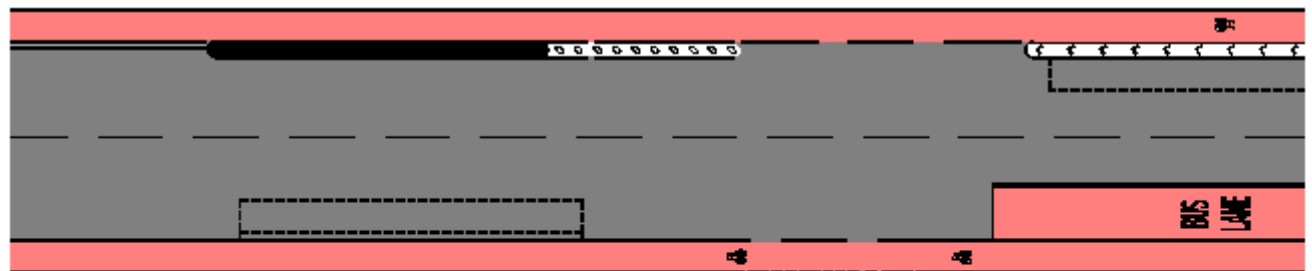
- Elephant footprints to be used
 - See [Side Junction Access Factsheet](#)

Style of Cycle Lane

- Preferred option is to install Hybrid Lanes but other options are available, See next page

Further Information

- [Cycling by Design, Transport Scotland, 2010](#)
- [Sustrans Design Manual](#)



Cycle Lanes					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary					
Local	Shared Carriageway		Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated		
Service	Shared Carriageway				

'Consider' where traffic volumes are high consideration for further separation is recommended

Key Pedestrian Usage

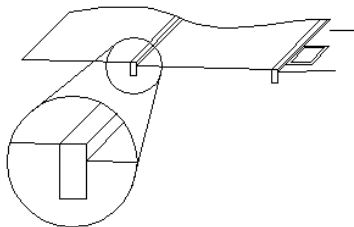
UL - Ultra Low
L - Low
LM - Low/Medium
M - Medium
H - High

Draft for Consultation 2014

Hard Infrastructure

Raised Hybrid Cycle Lane

- Kerb Segregation from Footway & Carriageway
 - 75mm Uprand at Footway
 - 50mm upstand at Carriageway
- Drainage
 - Crossfall towards carriageway (2.5%)
 - Existing Gullies relocated in carriageway
- Return to carriageway level at junctions to allow vehicles turning to cross
- Bus Stops ([Factsheets Options](#))



Kerb Separation Lane

- Installed at Carriageway Level
 - 100-125mm Uprand at Footway
- Kerb Separation with 45° Splay Kerb Cycle Track
- Option 1
 - Minimum 0.25m Back to Back Kerbs (at Critical width positions)
- Option 2
 - Kerbed with separation Strip >0.75m
 - Space can be used for Street Furniture
 - Grass Verge or Asphalt Surfacing
- Drainage
 - Existing Carriageway Crossfall (2.5%)
 - Existing converted to Inlet Gullies
 - New Gullies located outside Kerb Separation
- Return to carriageway level at junctions to allow vehicles turning to cross over. (Advisory Lanes)
- Access points required where cyclist will join/leave cycle lane
- Width of lane should be sufficient to allow road cleaner access
- Bus Stops ([Factsheets](#))



Soft Infrastructure

Armadillos

- Installed at Carriageway Level
 - 100-125mm Uprand at Footway
- Separation – Road Markings/Armadillos
 - Width Required >0.75m
 - Spaced Every 3m
- Drainage
 - Existing Carriageway Crossfall (2.5%)
- Remove at junctions to allow vehicles turning to cross over. Advisory Lane required
- Width of lane should be sufficient to allow road sweeper access
- Bus Stops ([Factsheets](#))
- Can be used with Planters



Cycle Lanes – Footway (Separated and Shared)

Description

Used only when carriageway environment is assessed to be unsuitable for cyclists and not possible or desirable to improve on carriageway conditions

As stated in the LTS '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 of a longer cycle route.

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

Surfacing

- HRA Asphalt or Close Graded Macadam

Cycle Pedestrian Segregation

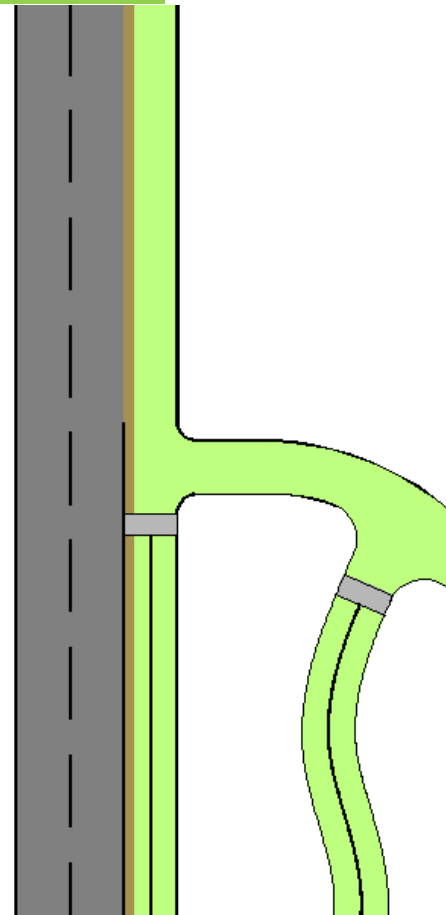
- Minimum Required 100mm Line
- Recommended 100mm Wide Raised Profile

Separation Strip

- 0.5m Wide Strip (Antiskid)
- Along Carriageway Edge of Footway
- Tactile Paving
- Used at start of separated routes
- See [Tactile Factsheet](#) for detail

Further Information

- [Cycling by Design, Transport Scotland, 2010 & Sustrans Design Manual](#)



Signage

- Shared Use Signage required at start and end point & strategic locations
- Relocate signage onto lighting columns/ walls where possible

Segregated Footway

Desirable (High Usage) 5.5m

- 0.5 Separation Strip
- 2.5m Cycle, 2.5m Pedestrian

Acceptable Minimum 4.5m

- 0.5 Separation Strip
- 2.0m Cycle, 2.0m Pedestrian

Absolute Minimum 3.5m

- 0.5 Separation Strip
- 1.5m Cycle, 1.5m Pedestrian

Shared Use Footway

- Desired Width 4m
- Recommended Width 3.5m
- Absolute minimum width generally 2.5m
- (Shorter sections of if the sightlines are suitable)

Other Key Points

- Minimum head room 2.7m

Furniture

- Minimise furniture where possible.
- Relocate signage onto lighting columns/ walls where possible.
- Lighting Columns and poles to located in separation strip

Cycle Lanes (Footway Shared & Separated)					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Shared	Shared	Shared	NA	NA
Secondary	Shared	Shared	Shared	NA	NA
Local	NA	NA	NA	NA	NA
Service	NA	NA	NA	NA	NA
Path	Shared	Shared	Shared	Separated	Separated

Transitions – Bus Stops

Description

There is a requirement to make the interaction at bus stops safer for passing cyclist (rather than have to go out into the road, have them pass the bus on the inside)

Conflict at Bus Stops can happen in all environments including;

- 1/ Footway - Passengers waiting, alighting and entering buses
- 2/ Cycle - Pedestrians crossing cycleway to alight/enter buses
- 3/ Carriageway - Buses pulling into/away from bus stop, General Traffic & Movement

Two important factors - Stopping Buses & Crossing Pedestrians

Bus Stops are provided to allow buses pick and set down passengers quickly & convenient

These sheets show 5 options that can be used at Bus Stops dependent on what style of cycle lane is used on approach.

Establish Bus Usage/Cycle Usage profile at stop in advance of design choice.

Option 1

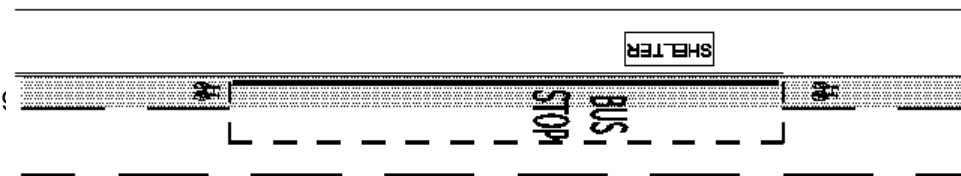
- Typical layout for a standard Bus Stop.
- High bus flow/medium cycle flow/ high pedestrian flow.

Conflict

- Bike vs. Buses.
- Cyclist having to manoeuvre around bus into live traffic lane.

Detail

- Cycle lane continues straight along kerb edge.
- Cycle lane markings to be curtailed through the bus stop.
- Red coloured surfacing to continue.
- Shelter & pole to be sited at front of footway.



Option 2

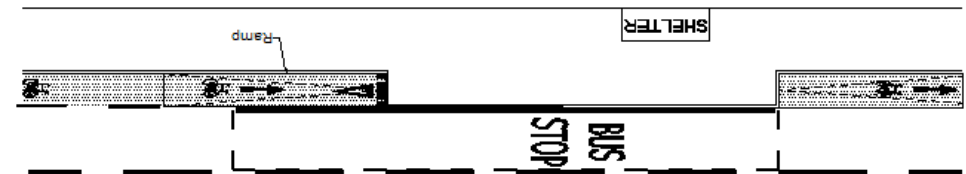
- Inline bus stop
- Low bus flow/low cycle flow/ medium pedestrian flow.

Conflict

- Bike vs. Pedestrians.
- Waiting passengers.
- Passengers boarding/alighting bus.

Detail

- Cycle lane continues straight along kerb edge.



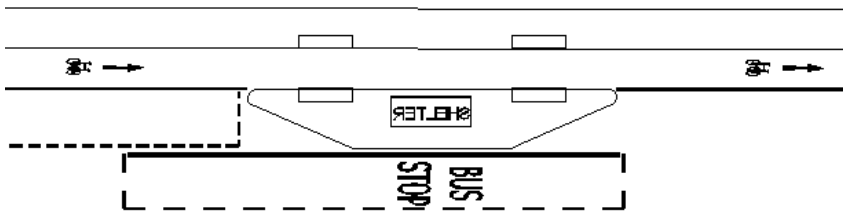
- Ramp onto shared area with pedestrians.
- Cyclist gives way to pedestrians on shared area.
- Shelter & pole to be sited at rear of footway to avoid conflict with cyclist.
- Clearly signed for cyclist to Give Way to pedestrians alighting/boarding bus.
- Shelter & pole to be sited at front of footway.

Option 3

- Bus Stop Floating Island.
- High bus flow/high cycle flow/ high pedestrian flow.
- Pedestrian Give Way to cyclist.

Conflict

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



Detail

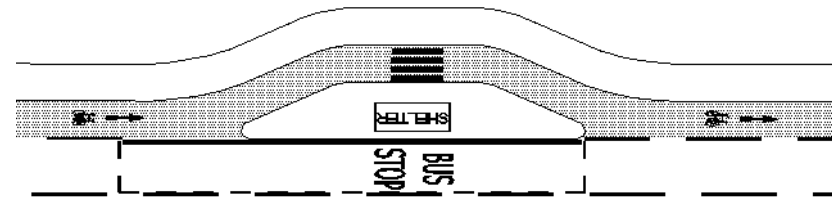
- Cycle Lane continues straight along kerb edge.
- Used where cycle lanes are separated or mandatory.
- Red Coloured Surfacing to continue through bus stop.
- Pedestrian crossing provided at either end of island.
- Can be installed along with parking/loading bays.
- Can be installed as part of a raised cycle lane.
- Shelter & pole to be sited on island.
- Island to be of suitable size to accommodate pedestrians without spilling over onto cycle lane.

Option 4

- Bus Stop Inline Island.
- High bus flow/medium cycle flow/ high pedestrian flow.
- Cyclist gives way at Zebra Crossing.

Conflict

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



Detail

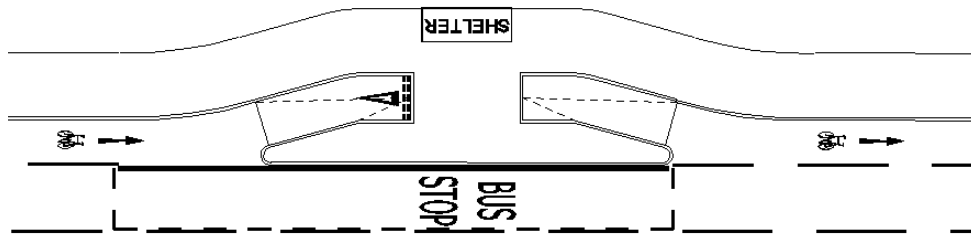
- Cycle Lane transition towards footway.
- Only suitable where sufficient width to continue footway behind cycle lane.
- Red Coloured Surfacing to continue through bus stop.
- Pedestrian crossing provided at either end of island.
- Can be installed along with parking/loading bays.
- Can be installed as part of a raised cycle lane.
- Shelter & pole to be sited on island.
- Island to be of suitable size to accommodate pedestrians without spilling over onto cycle lane.

Option 5

- Bus Stop Inline Island.
- High bus flow/medium cycle flow/ high pedestrian flow.
- Cyclist Give way to pedestrians.

Conflict

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



Detail

- Cycle Lane transition towards footway.
- Only suitable where sufficient width to continue footway behind cycle lane.
- Shared area to allow pedestrians to cross to island.
- Can be installed as part of a raised cycle lane.
- Ensure sufficient width to allow cycle to manoeuvre past bus stop.
- Shelter & pole to be sited at rear of footway.

Transitions – Joining/Leaving Carriageway

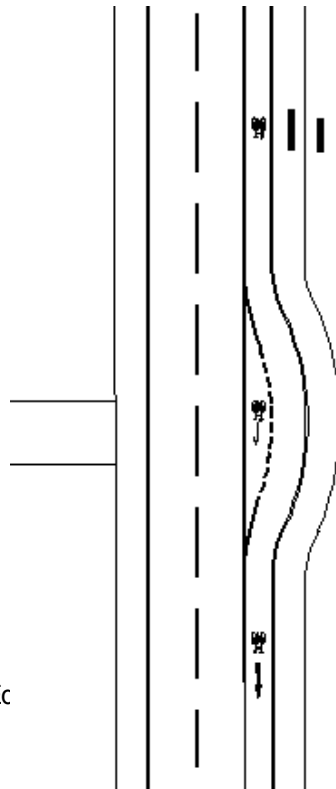
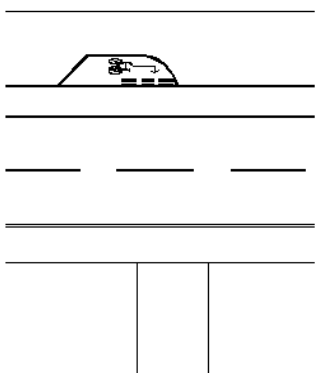
Description

For cycle routes to be continuous/safe and easy to use; transitions between lanes/tracks have to be well designed.

Detail

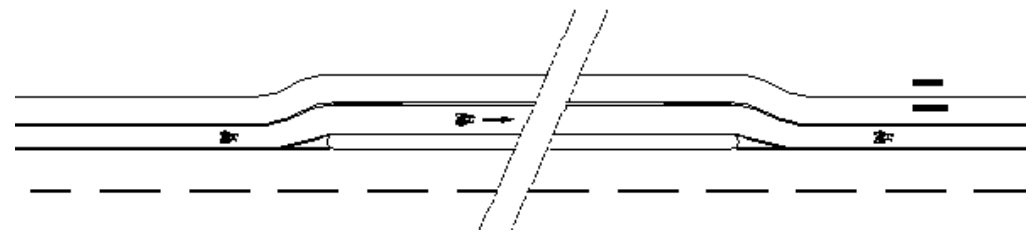
Built not to surprise anyone, with no sharp manoeuvres for cyclists
 Should provide continuity of movement/ comfortable and safe for cyclists
 Should not feed onto carriageway directly at junction, this should be done 10-20m prior to junction
 Vertical transition should be a ramp of less than 5%, no abrupt edges, straight line
 Across junction it should drop down to carriageway level or it can be raised to the table level
 Cycle lanes should not abruptly stop, with no obvious next step in journey.

Crossing Carriageway



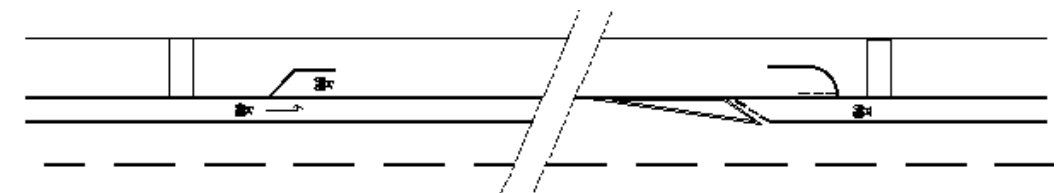
Option 1

- Smooth transition into/out of separated section
- Can be kerbed or light separation
- Minimum 1.5m width



Option 2

- Tactile Paving required
- Drop kerb to be flush. 0mm, to allow access to footway
- Build out protection required for rejoining carriageway



Geometry - Widths

Description

It is shown that carriageway width has an impact on vehicle speeds, the wider the carriageway, the higher the speeds of vehicles using it are likely to be. In line with the document values to ensure that the street environment is attractive to pedestrians and cyclists, vehicle speeds should be kept to a minimum. In turn carriageway width should also be minimised.

The carriageway is used to control the speed and layout of streets by reducing width to enhance the function of street/place instead of movement

It is important that when considering appropriate widths, all users and their needs are considered in context, rather than the adoption of standard values.

Lane widths are determined based on the following:-

- Pedestrian & Cyclist Needs,
- Volume of Traffic,
- Type of vehicle usage

Table Notes

- Table widths are specified as Clear Widths (see below for detail).
- Table does not include additional space required for cycle lanes, on street parking or bus lanes.
- Narrower widths than those specified are permissible over short lengths, for example to form traffic calming measures.
- The above widths are based on a two lane single carriageway. Multi-lane, dual carriageways and one-way streets may feature different widths.
- When choosing carriageway width, parking and loading on the street must be considered. Where the street width is not sufficient to permit parking/loading and maintain the desired traffic flow, traffic regulation orders shall be required.
- Local reductions to 5m in off peak situations may be acceptable, if bus flows are less than 30 per hour 2-way.

Key Pedestrian Usage
 UL - Ultra Low
 L - Low
 LM - Low/Medium
 M - Medium
 H - High

Carriageway Widths (Clear Widths)					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
Ped Usage	UL	L	LM	M	H
Strategic	6m to 7.3m	6m to 7m	6m to 7m	6m to 6.5m	6m to 6.5m
Secondary	5.5m to 7.3m	5.5m to 7m	5.5m to 7m	5.5m to 6.5m	5.5m to 6.5m
Local	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m
Service	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m

Design Standard

Although the matrix defines streets as having particular functions, there can be variations within these functions in terms of traffic and usage. For example, a particular street may or may not carry buses or feature on-street parking. Given these variations, these guidelines specify a range of widths for streets. Designers should choose an appropriate width within these ranges, balancing the requirement to minimise carriageway width whilst permitting the activities of the street to be undertaken.

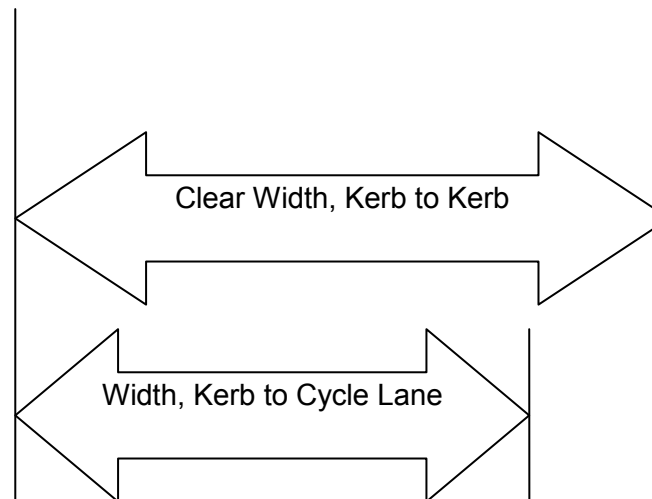
Traditional design guidance has prescribed standard widths for carriageways and footways. This ‘one size fits all’ approach can lead to layouts which fail to meet the needs of all users.

It is also important to note that the overall width and sub-division of street space has an influence on the place aspect to the street, and whether it is an attractive place for pedestrians to be. It is important to note the effect that building proximity can have on both pedestrian security and vehicle speeds.

Where upgrades/ repairs are to be carried out, streets should be narrowed where possible to allow space to be relocated for footway, cycle lanes, bus lanes, parking and street vegetation

Consequences of excessive/inadequate widths can be:

- High vehicle speeds;
- difficulty with passing buses;
- parking problems;
- pedestrian crossing difficulties; and
- insufficient space for cyclists.



Buses

Streets with bus routes should be suitable in width, alignment and construction.

- Minimum width for one way operation is 6m.
- Minimum width, for two-way operation, is 6.5m increasing to 7.3 metres outwith city centre.

Traffic Calming

- Narrow carriageways, are most effective traffic calming measures.
- Should not affect cycle lanes, or remove them, as narrow carriageways can cause conflict between slower moving cyclists and vehicles.
- Do not have to be constant widths, varying widths can create interest in the streetscape, providing informal locations for parking or street trees.
- Lightly trafficked streets can be narrowed to single lane over short distances as traffic calmed features (such as cycle bypasses and pedestrian crossing points) ([Traffic Calming](#)).

Clear Width

The clear width is the available width for running carriageway. This can be from kerb to kerb or in most cases between parking/loading bays or cycle lanes

- No parking or loading. Clear Width = Kerb to Kerb
- Loading allowed = Clear Width + 3.0m (2.5 vehicle width +0.5m) ([Loading](#))
- Parking allowed = Clear Width +2.5m ([Parking Bays](#))
- Cycle Lane = Clear Width + Cycle Lane Width ([Lanes](#))

Geometry – Corner Radii

Description

For the purposes of pedestrians, the width of the side road should be as narrow as possible to minimise the crossing distance. Similarly, the corner radius should be minimised to ensure that the crossing is as close as possible to the desire line.

The corner radius refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction.

Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

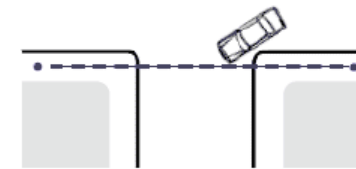
Large radii encourage high speed manoeuvres by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrians and other users. To achieve this balance, three factors need to be considered:

- corner radii;
- width of major and minor roads; and
- volume of traffic.

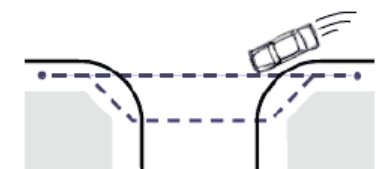
Corner radii specifications take into account the balance between pedestrian priority and enabling vehicles to manoeuvre safely.

Small radius (eg. 1 metre)

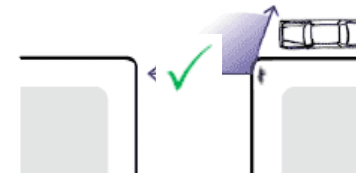


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph – 15 mph).

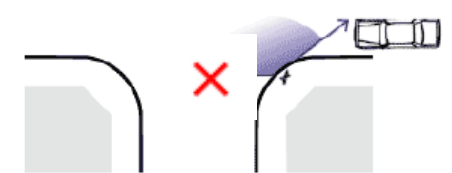
Large radius (eg. 7 metres)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20 mph – 30 mph).



- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Berean County Council

		Maximum Corner Radii (m)																								
		Minor Street					Strategic					Secondary					Local					Service				
Place Type		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3
	Secondary						6	6	6	3	3	6	6	3	3	3	3	3	3	3	3	3	3	3	3	3
	Local											3	3	3	3	3	2	2	2	2	2	2	2	2	2	2
	Service																									

Effect of Corner Radii on Pedestrians Designing Streets

- Key
- NF Non Frontage
 - LR Low Residential
 - EM Employment
 - HR High Residential
 - RE Retail

Detail

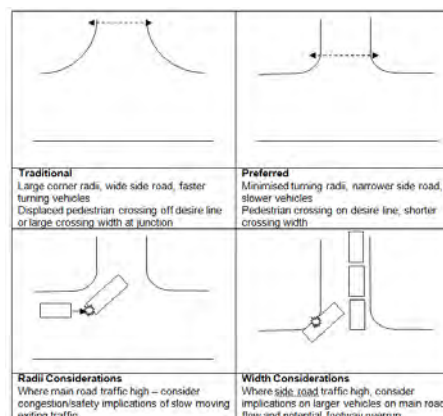
Seek to reduce radii where possible and as such reduce moving pedestrians off desire line. The length of crossings should be minimised by keeping minor street narrow as possible. This may mean that, in conjunction with small radii, larger turning vehicles may need to use the full carriageway width to turn.

- In principle this is considered acceptable, where speeds are 30mph or less and flow levels are relatively low.
- At busier junctions, consideration should be given to the major and minor road flows.
- No requirement to design for largest vehicle, if only infrequent, particularly on neighbourhood street.
- Larger vehicles can still negotiate junctions with tight radii by overrunning onto opposite side of carriageway.
- Footway can be strengthened to allow overrun of larger vehicles, if required ([Footway Materials](#)).
- When constructing junctions on strategic/secondary streets, it may be appropriate to provide over-run areas to cater for occasional large vehicles, whilst retaining a tight radius (say 3m) for cars.
- Width of the side road should be as narrow as possible, to minimise the crossing distance.
- The length of crossings should be minimised by keeping minor streets as narrow as possible ([Carriageway Widths](#)). This may mean that, in conjunction with small radii, larger turning vehicles may need to use the full carriageway width to turn. In principle this is considered acceptable, where flow levels are low. However, at busier junctions, consideration should be given to the major and minor road flows.
- Where flows are higher, there will be an increased risk of turning vehicles encountering oncoming traffic. At very busy periods, queues may form at the give way line meaning turning vehicles cause congestion or a safety hazard on the major road. Alternatively, turning vehicles may mount the footway, which is also undesirable.
- Consideration for raising the junction should be considered as per ([Junction Factsheet/s](#)).

Exceptions

Where a larger radii must remain, consideration should be given for a refuge island to be installed across minor road to aid pedestrians.

- A presumption should be to minimise the radii, where the maximum is to be installed, justification must be given in audit document.
- At certain locations there may be a need to widen entrances, to allow larger vehicles to enter safely.
- Minimising corner radii means that vehicles must exit the main road slower speeds.
- Beneficial to pedestrians but consideration should be given to the effect on the main road.
- Congestion may be caused where volumes of turning traffic is high.
- On higher speed roads, slow turning vehicles may increase the likelihood of rear-end shunts.
- These factors should be considered when choosing a corner radius.
- Engineering judgement should be applied and design software used to ascertain the optimum solution based on the principles above.
- Roads may be widened on their approaches to junctions, in order to keep tight corner radii, while allowing appropriate larger vehicles to turn without obstructing oncoming traffic, especially on the major road.



Unregulated Junction

Description

This style of junction is to be used where there are low volumes of slow traffic, such as local and service streets. It creates uncertainty due to having no priority for any street. All users have equal priority for crossing.

At these junctions there are no give way markings or signage.

- Can be used as a Traffic Calming feature.
- Creates uncertainty among users leading to slower speeds.
- It can be used to help create a place.

Regulatory Markings

- 75mm wide markings.
- Curtailed at crossing.
- (Omitted from other corners for clarity).

Table Approach

- Maximum 1/12 Gradient.
- Sinusoidal Transitions.

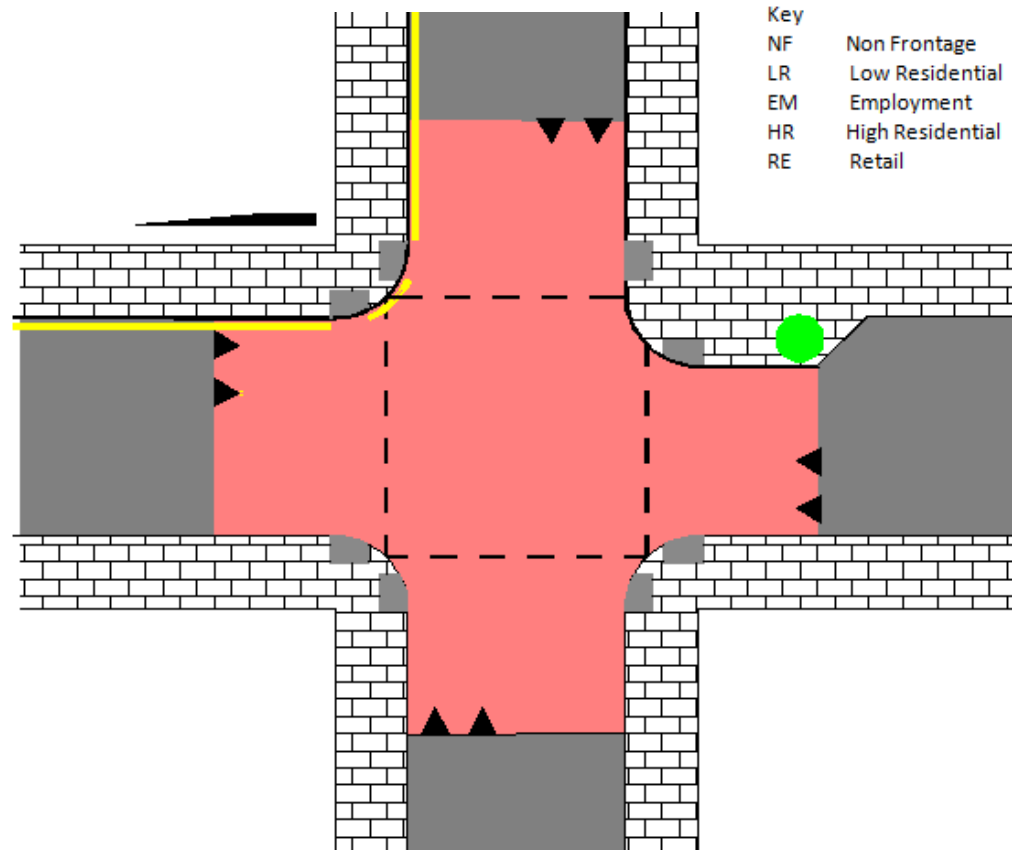
Raised Table

- Specify different material to highlight junction.
- Unregulated junctions can be installed without table but should be highlighted by different material generally asphalt with red chips

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Secondary						NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Local											Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Service																Yes	Yes	Yes	Yes	Yes

Drainage

- Existing gullies to be raised & replaced as part of raised table.



- Additional gullies required on approaches to junction.

Tactile Paving

- Standard Uncontrolled Crossing
- Contrasting grey colour
- Minimum width 1.6m *800mm Depth

[Tactile Paving Factsheet](#)

Buildout

- This can reduce crossing width for pedestrian.
- Create public space to install trees/ seating or cycle parking

Corner Radii

- Should be minimised, where possible, up to the maximum 3m [Radii Factsheet](#)

Continuous Junction (Gateway Entrance)

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	NA	NA	Yes	Yes
	Secondary						NA	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	NA	NA	Yes	Yes
	Local											NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Service																NA	NA	NA	NA	NA

Description

Priority is given to pedestrians and cyclist movement over vehicle movement.

These are to be installed along strategic walking routes in the city, where local/service streets meet strategic or secondary streets.

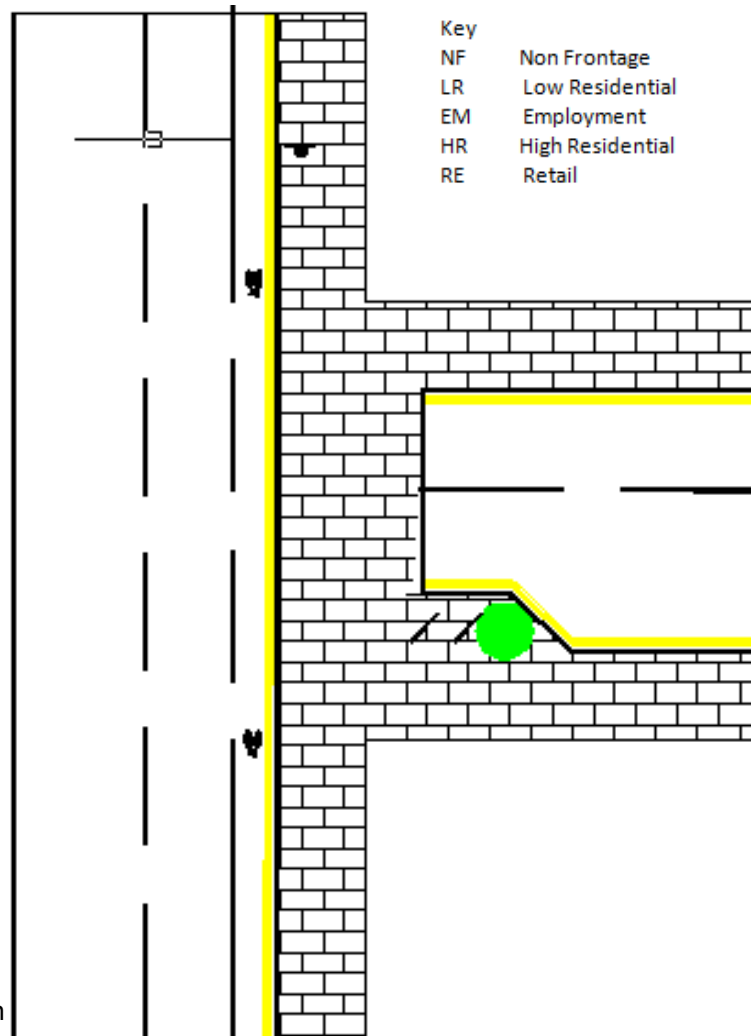
- Vehicles have to drive across footway to access minor street.
- Improves the safety conditions for pedestrian and cyclists.
- Signals to driver that they are entering a residential zone.
- It creates a sense of place and priority for the pedestrian by continuing the footway across the junction.

Cycle Lane

- Cyclist has priority over vehicles turning.
- See [Cycle Lane Factsheet](#) for lane detail.

Footway Material

- Material used should match surrounding surface, to provide a continuous footway across junction face.
- Where installed with paving flags these can be smaller 300*300mm paving flags, with vehicle reinforced steel or granite blocks to withstand force from traffic.



Key
 NF Non Frontage
 LR Low Residential
 EM Employment
 HR High Residential
 RE Retail

Key Details

- No change in level for pedestrians.
- No tactile paving required.
- Traffic must give way to pedestrians and cyclists.
- No Give Way/Stop road markings required.
- Surfacing should match existing footway.

Drainage

- Existing gullies to be relocated as required.

Buildout

- Reduce crossing width.
- Create Pedestrian Space to install Trees/ Seating or Parking.

Section D

Glossary and references

D1 Glossary and references

This expands on the terminology definitions set out in [Section A1-1](#). Further terms on path construction are available in the [Paths for All glossary](#).

D1-1 Glossary

Term	Definition
ASL	Advanced Stop Line (usually provided for cyclists as junctions)
Carriageway	Part of a road referring to the part that will technically carry the traffic. See Roads
Clear width	The clear width is the available width for running carriageway. This can be from kerb to kerb or in most cases between parking/loading bays or cycle lanes (see Geometry - Widths)
Conservation area	Conservation Areas have a special architectural or historic interest. Councils designate conservation areas to try and protect or enhance the special characteristics of the locality. As these areas are sensitive, planning authorities would require appropriate higher standards of design and would also normally discourage demolition of buildings and features. Conservation Areas include parks, open spaces and the public realm, not just buildings
Cross fall	A level surface sloping to one side only, allowing water to run off in the direction of the fall.
Crossover	An access point across a footway/verge to gain vehicle access to property from the carriageway, to allow access to individual driveways while keeping priority for pedestrians
Desire line	The route people would choose to travel if given a free choice, often using a direct route
DMRB	Design Manual for Roads and Bridges
Dropped kerb	The dropped kerb is installed on the pavement. This involves the kerb stones being lowered and the pavement being ramped. Drop kerbs occur where the footpath and road surfaces are at the same level to allow unhindered movement across the kerb line, usually at vehicle crossovers and at pedestrian crossings.
Flag	An alternative name for paving slabs. Paving slabs or flags are larger in size than setts or cobbles. They usually range in size from 300mm upwards and are usually made from either precast concrete or natural stone.

D1 Glossary and references

Footway	A path alongside a carriageway (e.g. separated by kerbing), a standalone path away from the carriageway or a shared use surface for pedestrians and cyclists. See Roads.
Home zone	Home Zones seek to provide a better quality of public space and enhanced street design usually incorporating pedestrian priority. They involve residents in the design process and raise awareness about street design and road safety.
Horonizing	The use of stone off cuts as a surfacing material in the same way as setts or cobbles. While quite large areas can be covered in this way, the material is more often used at small, awkward junctions for example at the foot of walls or in areas where pedestrians are not encouraged to walk
HRA	Hot Rolled Asphalt
Link type	See A1-1 Terms used in this guidance
Occupied space	Space in the street containing street furniture, people, or stationary vehicles
Path	Part of the street network as defined under Roads
PCC	Pre-cast concrete (a type of Flag)
Place type	See A1-1 Terms used in this guidance
PRM	A person with reduced mobility
PSV	Polished Stone Value (a test carried out on stones used in road surfaces for resistance to skidding)
Public realm	See A1-1 Terms used in this guidance
Public realm	That part of the built environment to which the public have free access, such as streets, squares, and parks. Public realm issues embrace the social interaction and use of spaces as well as their servicing and management
Radius (radii)	The corner radius refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction. See Geometry – Corner Radii
Raised entry treatment	Raised sections of the road in conjunction, located at the entrance to a side road.
Road	Defined by the Roads (Scotland) Act (1984), a road is any way (other than a waterway) over

D1 Glossary and references

	which there is a public right of passage (by whatever means) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes. The public right of passage may be by foot only where it is associated with a carriageway (a "footway") and where it is not so associated (a "footpath"); by pedal cycle only, or by pedal cycle and foot only (a "cycle track"); right by vehicle, other than a right by pedal cycle only (a "carriageway")
SCOTS	Society of Chief Officers of Transportation in Scotland
Segregated	A user environment that is not shared with other user types.
Separated	A user environment that is physically protected from other users, e.g. by a kerb or barrier.
SMA	Stone Mastic Asphalt (a mixture of road surfacing material)
Street design	Street design is the process of allocating spaces to street users, through the setting out of furniture and surfacing, to provide a layout within which users can carry out their activities. Design relates to physical quality of a street, created and influenced by the activities and uses it contains, the height and quality of the buildings fronting onto it, the materials and details of its surfaces and furniture (such as lighting, seating), trees and its width
Street framework	See A1-1 Terms used in this guidance
Street frontage	The buildings or land running along the edge of a street, which defines the activity taking place along the street and the likely activities and movements which may occur on the street
Street furniture	See B3-2-2 Introduction to street furniture
Street network	See A1-1 Terms used in this guidance
Street pattern	Series of streets that collectively form a pattern, contributing or helping to define a group of streets
Street principles	See A1-1 Terms used in this guidance
Street structure	See A1-1 Terms used in this guidance
Street type	See A1-1 Terms used in this guidance
Sustainable urban drainage system	A comprehensive way of dealing with surface water, which avoids the problems associated with conventional drainage practice, by minimising the quantity and improving the quality of water

D1 Glossary and references

(SUDS)	before being discharged
Tactile paving	Profiled paving surface providing guidance or warning to visually impaired people
Town centre	Centres that provide a diverse and sustainable mix of activities and land uses
Townscape	The composition of the urban environment ; the combination of all the buildings, spaces and objects
Traffic management	Measures undertaken to control/improve traffic flow, safety and the associated environment; such as controlled road junctions, or regulating parking provision, or physical features such as pedestrian crossings and refuge islands
Trunk roads and motorways	Roads with higher speed motor traffic flows, little or no pedestrian activity, located on the outskirts of Edinburgh away from frontages with non-motorised access
Upstand	A kerb upstand is the distance between the two surfaces defined by the kerb. The kerb prevents vehicles running off the road and onto the adjacent surface
User environments	See A1-1 Terms used in this guidance
User priorities	See A1-1 Terms used in this guidance

D1-2 Bibliography

Title	Publisher	Year
MOVEMENT AND DEVELOPMENT - TRAFFIC AND TRANSPORT	CITY OF EDINBURGH COUNCIL	2000
ROAD CONSTRUCTION GUIDELINES FOR DEVELOPMENT CHAPTER 4	CITY OF EDINBURGH COUNCIL	
EDINBURGH STANDARDS FOR STREETS	CITY OF EDINBURGH COUNCIL	2006
EDINBURGH DESIGN GUIDANCE	CITY OF EDINBURGH COUNCIL	2013
MEASURING EDINBURGH	CITY OF EDINBURGH COUNCIL	
DESIGNING STREETS	SCOTTISH GOVERNMENT	2010
MANUAL FOR STREETS	DEPARTMENT FOR TRANSPORT (UK)	2007
MANUAL FOR STREETS 2 - WIDER APPLICATION OF THE PRINCIPLES	DEPARTMENT FOR TRANSPORT (UK)	2010
DESIGN MANUAL FOR ROADS AND BRIDGES	DEPARTMENT FOR TRANSPORT (UK)	1992
DESIGN MANUAL FOR URBAN ROADS AND STREETS	IRELAND DEPARTMENT OF TRANSPORT, TOURISM AND SPORT	2012

D1 Glossary and references

DESIGN GUIDE FOR NEW RESIDENTIAL AREAS	GLASGOW CITY COUNCIL	2013
STREETSCAPE GUIDANCE A GUIDE TO BETTER LONDON STREETS	TRANSPORT FOR LONDON	2009
CAMDEN STREETSCAPE DESIGN MANUAL	LONDON BOROUGH OF CAMDEN	2005
STREET SCENE DESIGN GUIDE	LONDON BOROUGH OF HOUNSLOW	2012
STREET DESIGN MANUAL	NEW YORK CITY DEPARTMENT OF TRANSPORTATION	2010
BETTER STREETS	CITY & COUNTY OF SAN FRANCISCO	2011
SYDNEY STREETS DESIGN CODE	CITY OF SYDNEY	2010
CYCLING BY DESIGN	TRANSPORT SCOTLAND	2010
NATIONAL CYCLE MANUAL	IRELAND NATIONAL TRANSPORT AUTHORITY	2011
SUSTRANS DESIGN MANUAL	SUSTRANS	2013 DRAFT
DESIGN MANUAL FOR BICYCLE TRAFFIC	CROW	2007
RECOMMENDATIONS FOR TRAFFIC PROVISIONS IN BUILT-UP AREAS	CROW	1998

D1 Glossary and references

LINK AND PLACE: A GUIDE TO STREET PLANNING AND DESIGN	LANDOR PUBLISHING	2008
QUALITY FOR PEOPLE: A SET OF QUALITY CRITERIA FOR THE DESIGN OF PEDESTRIAN PLACES AND NETWORKS - WITH PEOPLE IN MIND	LARS GEMZØE, ASSOCIATE PARTNER GEHL ARCHITECTS – URBAN QUALITY CONSULTANTS	2006

D2 Background appendices

D2 Background appendices

Appendices

Appendix 1 Street categories – places and links

Appendix 2 Consultation to Date

Appendix 3 Design Process Methodology

Appendix 4 Designing Streets risks

Appendix 5 Street Types summary tables

Appendix 6 Equalities

Appendix 1 Street categories – places and links

This appendix sets out the background to the development of the street framework. How the street framework relates to other classifications of links and places in the Council is set out below. This has evolved taking into account advice in publications such as Link & Place, Designing Streets and Manual for Streets.

LINKS							
Street Design Guidance 2014	Strategic	Secondary		Local	Service	Path	
LTS 2006-2011	Strategic Network	Secondary network		Local streets and minor rural roads	Service roads and lanes, and	Cycleways	Footpaths
Reinstatement category	Strategic Route	Main distributor	District and local distributor	General access road	General access road	<i>Not covered</i>	<i>Not covered</i>
Updated pedestrian maintenance prioritisation categories	As LTS + “All A Roads”	As LTS + “All B Roads”		As LTS “All other roads streets”			

Appendix 1 Street categories – places and links

PLACES						<i>Additional categories</i>
Street Design Guidance 2014	Retail	High Density Residential	Low Density Residential	No frontage		
Updated pedestrian maintenance prioritisation categories (Employs definitions used in Local Plan)	As LTS + “Central Edinburgh + Town Centres”	As LTS + “Local Centres + Neighbourhood shop units”	As LTS + “Any other urban areas”	<i>Not included</i>	As LTS + “Green Belt areas”	<i>Shopping Streets – Ultra High Pedestrian flows</i>
Original LTS	Shopping Streets	Tenements and Minor Shopping	Low density frontages	Main urban roads with limited frontage access	Rural roads	

Below, each category of place and link is set out, as background to the street framework.

Places

1.1 Shopping/high streets

Shopping streets or segments will have a group shops along a street frontage at the ground floor level. Shopping is typically mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, offices, hotels or other types of private residence.

- In TOWN CENTRES, shopping streets will be formed by significant numbers of shops forming an important neighbourhood or citywide function
- In local centres, there will be smaller numbers of shops (from a short parade, potentially in an inlet to the main street, to perhaps only one or two at an intersection); this will provide an important community function
- In some parts of Edinburgh, shops may exist in self-contained streets such as local shopping parks or drive ins; these will be designed to provide a building line along the street frontage and promote travel by walking and cycling as the natural choice.

Appendix 1 Street categories – places and links

- *One or two shops should be treated as a local consideration (see Appendix 1.8)*

[insert cross section]
<i>Example cross section</i>

[Insert image]	
<i>Shopping streets form important parts of the community and this role will be emphasised in design through creating social spaces.</i>	<i>Shopping parks will be carefully designed to provide an active frontage and promote travel by walking and cycling as the first choice.</i>

1.2 Residential places - medium to high density

Residential streets will sometimes be mixed with retail and/or non-retail employment uses along a street frontage:

- multi-storey tenements
- other medium to high density housing (for example large semi-detached housing, closely-spaced TERRACES, COLONIES, or 2 to 3 storey VILLAS)

Newer high density housing developments consisting of modern apartments with different street layouts and building accesses that may depart from traditional street patterns (particularly early high rise development, see Appendix 1.8)

Buildings above five stories should be treated as a local consideration particularly in areas of multiple deprivation.

[insert cross section]
<i>Example cross section</i>

[Insert image]	
<i>Existing streets with high densities of housing are likely to feature historic architecture which will influence street furniture design choices.</i>	<i>Modern apartments will have their own street network including squares, car parking courts and enclosed facilities for cycle and motorcycle parking.</i>

1.3 Employment places (Non-retail)

Employment streets will have non-retail workplaces including offices or manufacturing and distribution. These are distinct from shopping streets. Types of employment street will include:

- short stretches of employment in otherwise residential locations (such as offices on the ground floor of tenement buildings)
- self-contained business or industrial parks
- streets within the urban fabric forming identified business areas

Many self-contained employment streets will be mixed use and feature both office and manufacturing or distribution; these streets will therefore carefully balance movement needs, including large vehicles, with the need to promote a pedestrian and cycle friendly environment to enable and promote these modes of travel to work and for business. Particular design approaches for streets with regular large vehicles include:

- Ghost radiuses and roundabout to allow large vehicles to pass around corners without disrupting pedestrian desire lines and to constrain carriageway widths
- Robust carriageway fabric treatments

[insert cross section]
<i>Example cross section</i>

[Insert image of business park – South Gyle or Bankhead]	[image of Fountainbridge]
<i>Employment streets will be made attractive and accessible to sustainable modes of transport in their design. To help do this, designs will avoid inactive frontages, including car parks, and buildings set back from the street.</i>	<i>Streets with offices in the main built environment of the city will reflect their land use and high levels of pedestrian movement.</i>

1.4 Residential places (low density)

Lower density residential streets will have their own private frontage/gardens and off-street car parking. Types of low density residential street will include:

- dwellings with fewer floors above ground, e.g. 1-2 storey
- less densely spaced family dwellings, such as semi-detached houses or bungalows

They are typically in suburban areas outside of the central areas of the city.

1.5 Rural and other no frontage streets

No frontage streets will be surrounded by fewer features of the built environment and will be likely to be surrounded by fields, the green belt or countryside, with potentially with a few isolated dwellings in a rural setting. They will have very few accesses from them to other streets, strategic and secondary routes often forming part of faster interurban routes.

[insert cross section]

Example cross section

[Insert image]

[insert caption]

Links

1.6 Main streets

1.6.1 Strategic routes

Strategic streets will accommodate a high levels of movement by all modes of travel, including a significant proportion of cross city and out-of-city movements. These cover A roads and other main streets, such as the Western Relief Road, aside from trunk roads (see Appendix 1.8).

1.6.2 Secondary routes

Secondary streets will provide for moderate to high levels of movement including a significant proportion of cross-city movements, which may typically include travel by bus.



Strategic routes will have their place function maximised where there are many pedestrians by measures such as raising the surface of the carriageway, slowing speeds, and reducing traffic management furniture. Re-routing some traffic onto alternative routes where available can help complement these measures.



Caption

1.7 Neighbourhood streets

1.7.1 Local routes

Local streets will provide access, for example for local residents and employees to and from their houses and places of work, and will not normally have a through traffic function. Some local streets may have less frequent bus services using them. Such residential streets may form an important strategic role in the family-friendly cycle network [insert map]. Options for local streets are provided in Section B4 as these can vary widely substantially in street width.



Caption

1.7.2 Service routes

Service streets will typically provide access to the front of small groups of buildings such as a shopping parade or office block, or the rear of employment units or dwellings e.g. within street blocks. They will typically be a spur or offset from the rest of the street network. The streets may be used for short visits to local shops, and volumes of motorised vehicle movements are likely to be low. Together with paths, they will help increase the permeability of the street network particularly for walking and cycling. Some service routes may prohibit motorised users, and effectively form public squares.



Caption

1.7.3 Paths

Paths are a type of street that will usually excludes any form of motorised traffic. The level to which pedestrians and cyclists are separated from one another, or the latter permitted, will vary.



Caption

1.8 Local Considerations Checklist

Some key differences arise from the following situations. This will lead to departures from the standard street type design principles in the ways identified in the table:

Table – Checklist of local considerations that apply across the street framework

Local consideration	Environment affected	Street treatment affected	Key change	Factsheet reference
Peripheral estates	Social, walking	Fabric	Higher quality fabric than standard for key places in residential areas will help engender a sense of pride and improve social well being in the local community, as well as contributing towards increases in active travel and play. This will help improve the character and feeling of streets.	[insert reference]
Conservation areas and the World Heritage Site and villages	All	All	Conservation areas and the World Heritage Site are governed by controls on the look and feel of streets so that they respect their historical design details. This will impact upon the choice of fabric, the layout of the streets and the amount of furniture contained within them. Villages out with Edinburgh's urban fabric will also have a similarly traditional look and feel.	[insert reference]
Distinctive buildings	Social, walking	Layout, fabric	Additional space and higher quality materials will help set off local buildings and give them an appropriately respectful setting.	[insert reference]
Pedestrian attractions	Social, walking	All	Buildings with high numbers of pedestrians will benefit from additional space around their entrances and facilities such as cycle parking. As with distinctive local buildings, high quality/hard wearing footway fabric will be warranted.	[insert reference]
Street intersections	Social, walking	All	Intersections often feature high buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and/or enhanced footway fabric treatments or detail.	[insert reference]
Squares and pedestrianised areas	Social	Layout	Pedestrianised areas will have an overriding place function. They will provide a non-transport function, such as sitting or relaxing, although will sometimes feature priority routes for through movements by foot or bike.	[insert reference]
Residential streets that don't have a conventional frontage	All	Layout, fabric	High-rise developments such as apartments and high-rise blocks will have a different street frontage and a non-traditional street pattern. Design will ensure that useful spaces are created around them. Car parking will not form the sole function of such spaces. High quality paths will be important to define local spaces and pedestrian and cycle routes will be legible.	[insert reference]
Outside	Walking	Furniture,	Consideration will be given to the use of guardrail outside schools using the Council's Guardrail	[insert

Local consideration	Environment affected	Street treatment affected	Key change	Factsheet reference
schools		layout	Assessment Methodology. Space for waiting children and parents will be created, and particular attention will be given to school front safety and sustainable routes to school.	[reference]
Outside local shops	Walking	Layout, fabric	Local shops such as shopping parades attract higher numbers of pedestrians and are locally important. They will benefit from additional space around their entrances and facilities such as cycle parking. As with distinctive local buildings, high quality footway fabric will be warranted.	[insert reference]
Outside pubs	Walking	Fabric	Crack resistant fabric will be used to cater for barrels.	[insert ref]
Transport interchanges	Walking	Layout	High pedestrian numbers can arise on an otherwise quiet streets due to the presence of bus stops or train stations. This will lead to the need for greater space for pedestrians to access buses and trams entrances to stations and if necessary wait for their transport connections.	[insert reference]

Appendix 2 Consultation to Date

Date	Event	Attendees
November 11	Design Guidance Workshop	Urban Movement (John Dales)
		WSP (Keith Gowenlock)
		Halcrow
		Planning
		Development Control
		New Works
		Transport Projects
		City Centre Roads
		North Roads
		South Roads
		Roads Services
		Active Travel
		Road Safety
		Traffic Control
		Parking Operations
September 13	Transport Forum	Elected members
		Neighbourhood areas
		Transport users
		Lothian Buses
		Chamber of Commerce
		Bus Users Group
		Essential Edinburgh
		Federation of Small Businesses
		Ed Airport
		Transport Research Institute

Date	Event	Attendees
		Institute of Advanced Motorists Automobile Association Passenger Focus Transport Scotland Transform Scotland Taxis Sustrans Cockburn Association Equalities Transport Advisory Group SEStran NHS Lothian Living Streets Spokes Marketing Edinburgh
September 13	PDR Committee	Elected members (Transport & Planning)
November 13	Urban Design Panel	TBC

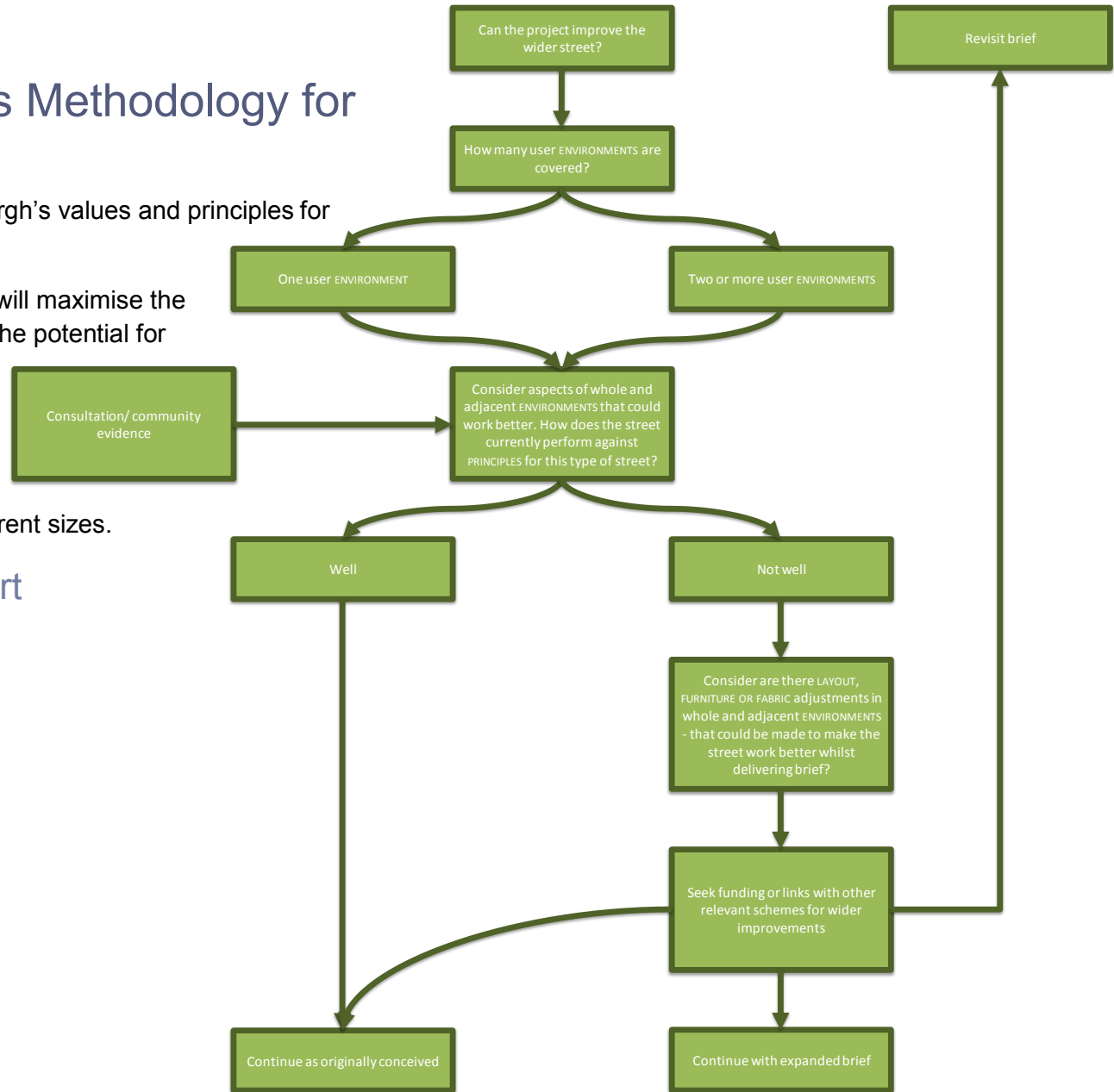
Appendix 3 Design Process Methodology for Integrated Street Design

Projects will contribute towards delivering Edinburgh’s values and principles for street design.

Integrated design is about ensuring that projects will maximise the potential of the street for all users and maximise the potential for place.

The processes for designing a project or development can be summarised in the Table overleaf. This appendix sets out the relative importance of different factors for projects of different sizes.

Integrated street design Flow Chart (right)



Delivering integrated design means considering and, if appropriate:

- Extending the types of ENVIRONMENTS covered
- Extending the types of DESIGN OPTIONS used

Projects should strive to consider and if necessary cover more than one user ENVIRONMENT or types of DESIGN OPTION. At relevant stages in the process, steps will be undertaken to assess potential for integrated design within reasonable time and cost tolerances; these amendments do not necessarily need to be implemented as part of the scheme, but dialogue should be started with the community, local organisations, businesses fronting onto the scheme, or Council services to see how opportunities for integrated street improvements can be taken. Categorisation should consider not just the current role of the street but Community, Council and other stakeholder aspirations; should the project seek to change the function of the street, or of specific junctions or locations on the street, and how it works/they work?

Table: Integrating consideration of total place into projects - example

	ENVIRONMENTS					DESIGN OPTIONS		
	Socialising/ Place	Walking	Cycling	Public Transport	Carriageway	Fabric	Furniture	Layout
Total place approach	✓	✓	✓			✓	✓	✓
One environment/ option only			✓			✓		
✓ = considered and, if necessary, covered as part of project brief								

Examples include an on-road cycle route that might afford the opportunity to provide additional footway space around an intersection which runs alongside it, or replacing and relocating street furniture items such as street lighting and seating, removing redundant items such as unused poles, and creating space for community use at the same time as upgrading a footway.

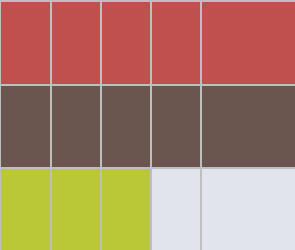
3.1 Delivering integrated design for different sizes of project

3.1.1 Project Type

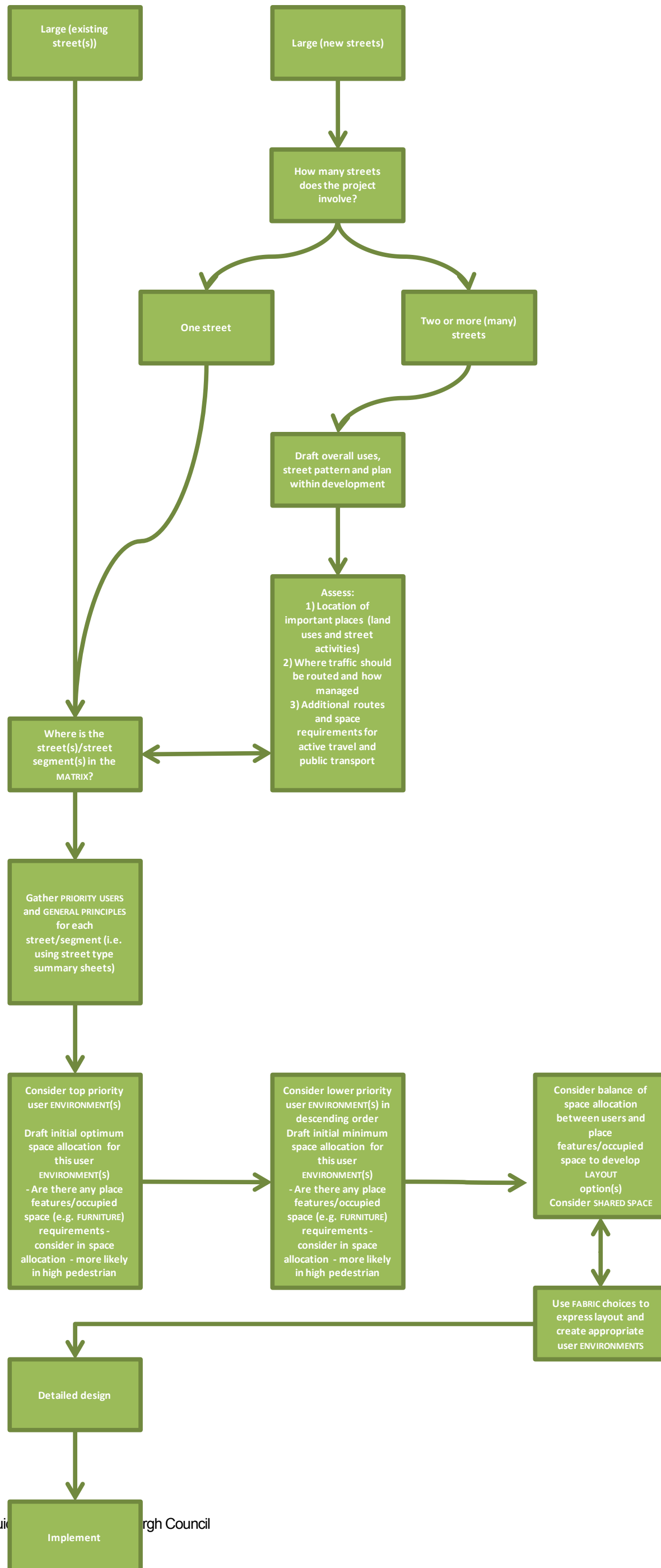
There are four types of project, each of which is accompanied by a summary: small, medium, and large/very large.

3.1.2 Table – integrated design approach guidelines for different sizes of project-

Size of project	Typical extent of design work for ENVIRONMENTS, DESIGN OPTIONS, and STREET TYPES	Integrated design - guiding approach	Starting projects - Examples
SMALL		<p>The key issue is seeing if there are any adjoining street environments that can be upgraded or any layout adjustments that can be made at the same time.</p>	<p>e.g. isolated projects</p> <ul style="list-style-type: none"> - Dropped kerbs - Driveway crossovers - Potholes - Isolated footway repairs
MEDIUM		<p>It is important that community input is obtained for schemes with a moderate amount of street change and money involved.</p>	<ul style="list-style-type: none"> - Footway resurfacing - Road safety projects - Junction refurbishments - On-/off-road cycle schemes
LARGE		<p>These involve an allocation of street space to priority users to come up with an overall street concept. This is most likely to happen in new developments where streets and buildings are fluid early in their planning. It is also where it is most likely that integrated design can be achieved.</p> <p>See flowchart overleaf.</p>	<p>e.g. single streets</p> <ul style="list-style-type: none"> - Public realm/economic development interventions

Size of project	Typical extent of design work for ENVIRONMENTS, DESIGN OPTIONS, and STREET TYPES	Integrated design - guiding approach	Starting projects - Examples
VERY LARGE			e.g. multiple streets - New development (e.g. housing, business)

3.1.2 Flow Chart for Large/Very Large Projects



3.2 Guidance on segmenting the street network

The categorisation of a street is applied at ground floor level. A street may be segmented into sections of one or more building unit(s); in many cases, streets will have a consistent design along a longer section. Distinctive buildings and local shops are examples of areas of particular design emphasis discussed in Appendix 1.8 where short areas of distinctive street design may be warranted as a local design consideration.

One side of a street may be categorised differently to its opposite side; this is a positive design response that may allow a street to make best use of environmental conditions, such as sun or shade, or to provide additional space for land uses that only exist on one side of the street, such as pubs or restaurants.

Figure – street segmentation along a **street**; each **segment** may have an individual place type and design options (based on Link & Place)

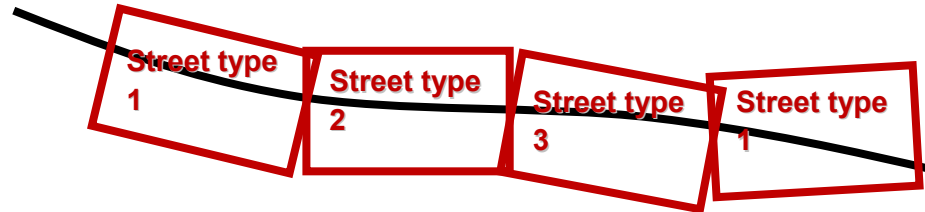
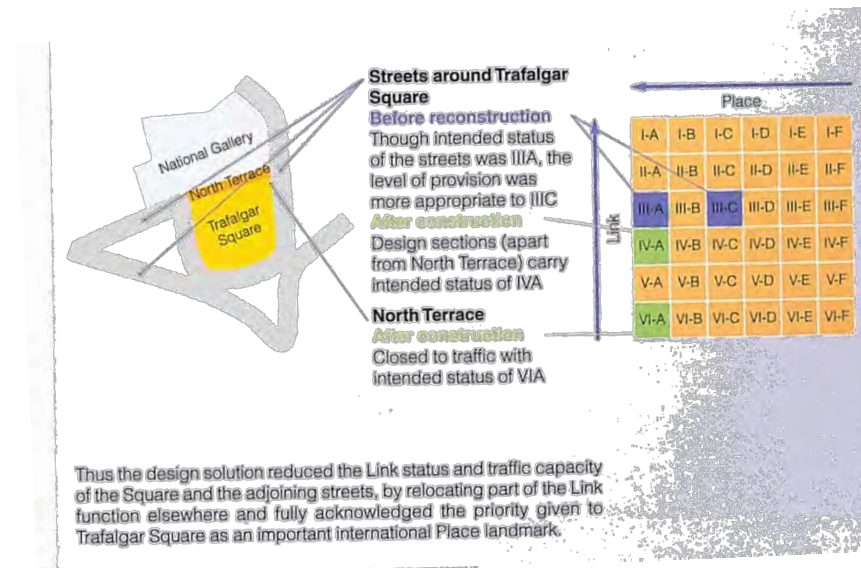


Figure – example of a street change resulting from link and place analysis (Source: Link & Place)



3.3 Respond to local context

Streets may also impose design criteria on their adjacent streets; for example, a land use with a high reliance on large vehicles may affect the design of neighbouring residential streets if it relies on these for access. These factors are illustrated in the example, overleaf.

Figure - Examples of where street design will need to respond to local context on short sections of street (overleaf).

/Appendix 3 Design Process Methodology for Integrated Street Design



Distinctive building frontage with possible distinctive street fabric needs



Higher story apartment frontage creating different layout needs to surrounding lower density housing and tenements, e.g. provision of parking



Local shopping parade with the opportunity for quality social space to be created on a short section of residential street around an intersection



Local bus company with access needs affecting design of adjacent local residential streets

Appendix 4 Designing Streets risks

Annex Technical questions and answers

What is the legal and technical context?

A complex set of legislation, policies and guidance applies to the design of streets. There is a tendency among some designers and approving authorities to treat design guidance as hard and fast rules because of the mistaken assumption that to do otherwise would be illegal or counter to a stringent policy. This approach is wrong. It restricts innovation, and leads to standardised streets with little sense of place or quality. In fact, there is considerable scope for designers and approving authorities to adopt a more flexible approach on many issues. It is, therefore, Scottish Government policy in *Designing Places* and *Designing Streets* to encourage street design which engenders place and quality.

By copying a standard example without due consideration, designers abrogate their own professionalism. When doing so, they still retain responsibility for the design, as it is their decision to copy a standard example which has been produced by individuals who may never have seen the site in question, and which may therefore not be suitable.

The following comprise the various tiers of instruction and advice:

- ▶ the legal framework of statutes, regulations and case law
- ▶ government policy
- ▶ government guidance
- ▶ local policies
- ▶ local guidance
- ▶ design standards
- ▶ evidence and research base and the concept of 'evidence-based design'

The Westminster and Scottish Parliaments and the Courts have established the legal framework. In this respect, certain aspects of transport are reserved to Westminster in terms of the *Scotland Act 1998*⁵¹. For example, this includes the provisions which are the subject matter of the *Road Traffic Act 1988*⁵², namely traffic signs and speed limits.

The Scottish Government develops policies aimed at meeting various objectives which roads and planning authorities are directed to follow. *Designing Places* and *Designing Streets* are such policies. It also issues supporting guidance to help authorities implement these policies, including the guidance in this document.

Evidence-based design has been developed as a concept within recent years. A distinction needs to be drawn between policies, guidance and practices that are, in essence, rule of thumb and that reflect simply a continuation of a conventional approach, and those that are based on science, statistics and designed experimental studies, and regularly challenged to ensure that they are relevant to modern needs and conditions. *Designing Streets* is supported by an evidence base.

Within this overall framework, road and planning authorities have considerable leeway to develop local policies and standards, and to make technical judgements with regard to how they are applied. Other bodies also produce advisory and research material on which they can draw.

What is the risk and liability?

Concerns around risk and liability frequently lead to the rigid application of standards that can stifle design-led, contextual approaches. Roads authorities have often applied a very cautious approach in order to avoid potential liability in the event of damage or injury.

This over-cautious approach is ill-advised, and restricts innovation and responses to local context. Recent case law has established that drivers are primarily responsible for their own safety and although road authorities have a general duty under Section 39 of the Road Traffic Act 1988 to promote safety, this does not create a duty of care.

A major concern expressed by some road authorities when considering more innovative designs, or designs that are at variance with established practice, is whether they would incur a liability in the event of damage or injury.

This can lead to an over-cautious approach, where designers strictly comply with guidance regardless of its suitability, and to the detriment of innovation. This is not conducive to creating distinctive places that help to support thriving communities.

In fact, imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety. The design of Poundbury in Dorset, for example, did not comply fully with standards and guidance then extant, yet it has very few reported accidents. This issue was explored in some detail in the publication *Highway Risk and Liability Claims 2009*.

Claims against road authorities relate almost exclusively to alleged deficiencies in maintenance. Claims for design faults are extremely rare. The duty of the road authority to maintain the road is set out in the *Roads (Scotland) Act 1984*, and case law has clarified the law in this area.

The courts in Scotland have adopted a cautious approach when considering the duty of care potentially owed by roads authorities. Merely because a roads authority has powers, this does not generally open up the authority to liability. The circumstances in which roads authorities have been held liable in damages have been very restricted. The restrictive approach has also been adopted in circumstances where the risk of an accident may well be foreseeable. (See *Murray v Nicholls* and *Bennett v J Lamont & Sons*).

The Scottish line of authority has been recently reinforced by the House of Lords in the case of *Gorringe v. Calderdale MBC* (2004). A claim was made against a highway authority in England ('roads' authority in Scotland) for failing to maintain a 'SLOW' marking on the approach to a sharp crest. The judgement confirmed a number of important points which were that:

- ▶ the authority's duty to 'maintain' covers the fabric of a highway, but not signs and markings;
- ▶ there is no requirement for the road authority to 'give warning of obvious dangers' and natural road hazards; and
- ▶ drivers are 'first and foremost responsible for their own safety'.

A handful of claims for negligence and/or failure to carry out a statutory duty have been made under section 39 of the *Road Traffic Act 1988*, which places a general duty on road authorities to promote road safety. In connection with new roads, Section 39 (3)(c) states that road authorities 'in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use'.

The *Gorringe v. Calderdale* judgment made it clear that *Section 39 of the Road Traffic Act 1988* did not create a duty of care and, therefore, does not form the basis for a liability claim.

Advice to road authorities on managing their risks associated with new designs is given in Chapter 5 of *Highway Risk and Liability Claims* (2009). In summary, this advises that authorities should put procedures in place that allow rational decisions to be made with the minimum of bureaucracy, and create an audit trail which could subsequently be used as evidence in court.

Suggested procedures include the following key steps:

- ▶ set clear and concise scheme objectives;
- ▶ work up the design against these objectives; and
- ▶ review the design against these objectives through a quality audit.

Balanced decisions

A suggested framework from *Highway Risk and Liability Claims* (2009) which accords with those set out in *Designing Streets* is:

Vision – there should be an overall vision for an area that reflects local and national policy and, where appropriate, the views of the local community

Objectives/Purpose – there should be a robust understanding of what the scheme is intended to do. This will normally include balancing:

- ▶ movement and place;
- ▶ risk and opportunity; and
- ▶ ensuring sustainability.

Design – this should be worked up against the objectives

Quality audit – this is a review of the design against the objectives set

What are the issues regarding disability discrimination?

Road and planning authorities must comply with the Disability Equality Duty under the *Disability Discrimination Act 2005*. This means that in their decisions and actions, authorities are required to have due regard to six principles, which are to:

- ▶ promote equality of opportunity between disabled persons and other persons;
- ▶ eliminate discrimination that is unlawful under the 2005 Act;
- ▶ eliminate harassment of disabled persons that is related to their disabilities;
- ▶ promote positive attitudes towards disabled persons;
- ▶ encourage participation by disabled persons in public life; and
- ▶ take steps to take account of disabled persons' disabilities, even where that involves treating disabled persons more favourably than other persons.

Those who fail to observe these requirements will be at the risk of a claim. Not only is there an expectation of positive action, but the duty is retrospective and local authorities will be expected to take reasonable action to rectify occurrences of non-compliance in existing areas.

The Disability Rights Commission (DRC) has published a *Statutory Code of Practice on the Disability Equality Duty*⁵³ and it has also published specific guidance for those dealing with planning, buildings and the street environment.

What are the adoption and maintenance issues?

Key considerations

- ▶ The quality of the environment created by new development needs to be sustained long after the last property has been occupied. This requires good design and high-quality construction, followed by good management and maintenance.
- ▶ Authorities are encouraged to adopt a palette of suitable local and natural materials which allow for more creative design whilst being practical to maintain.
- ▶ Resource efficiency and sustainability should be addressed through the use of appropriate materials and systems including SUDS.
- ▶ The inclusion of planting (in particular street trees) is encouraged within the street environment.

Roads adoption – legal framework

Provision of roads for new developments is controlled and consented by the local roads authority through the Roads Construction Consent (RCC) process, governed by Section 21 of the *Roads (Scotland) Act 1984*. For the purposes of adoption, all streets are deemed to be roads under this Act.

Under the terms of the RCC, having first secured technical approval of the designs from the local authority, the developer is obliged to construct roads over which there is a public right of passage to an agreed standard. Expenses will be payable by the developer to the roads authority to cover its reasonable costs in inspecting the construction of the works and associated testing.

The Roads (Scotland) Act 1984 sets out the obligations of the developer to construct the roads and maintain them for a set period of normally 12 months. Following the satisfactory discharge of these obligations, the new roads can be offered to the roads authority for adoption. If the road is adopted, it will in the future be maintainable by the roads authority.

Road Bond Security

Where Roads Construction Consent is granted relative to roads associated with housing development, the granting of the consent will require the deposit of sum or surety (Roads Bond) sufficient to meet the cost of constructing the road. The purpose of this bond is to enable the roads authority to meet the cost of constructing or completing the construction of the roads, should the developer fail in his responsibility to do so under the terms of the granted RCC.

Before any roads works commence on such a housing development, the developer will normally be required to have both the Roads Construction Consent and the Roads Bond in place.

Thus, before any construction begins, the developer will normally be required either:

- ▶ to secure the payment of the estimated cost of the road works under the requirements of the *Roads (Scotland) Act 1984*; or
- ▶ to make an agreement with the road authority under terms of the Act and provide a Bond of Surety.

Private streets

Where a developer wishes streets to remain private, some roads authorities have incorporated conditions into the planning approval to require the developer to design, construct and to make arrangements for the future maintenance of the new streets to a standard acceptable to the authority. This agreement may still require the submission and approval of an RCC under the terms of Section 21 of the Act.

Landscape features adoption

Maintenance arrangements for all planted areas should be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the road boundary will be required to comply with Sections 50 and 51 of the *Roads (Scotland) Act 1984*.

Alternatives to formal adoption may require innovative arrangements to secure long-term landscape management. These may include the careful design of ownership boundaries, the use of covenants and annual service charges on new properties.

What is adoptable?

The roads authority has considerable discretion in exercising its powers as to whether to grant a Roads Construction Consent under Section 21 of the Act.

A roads authority can be required to adopt a road constructed in accordance with an RCC. The streets put forward for adoption must be constructed to the agreed standard and will be subject to a 12 month period of use as a road whilst being maintained to the agreed standard by the developer.

Roads authorities have tended to only adopt streets that serve more than a particular number of individual dwellings or more than one commercial premises. Two to three dwellings is often set as the lower limit, but some authorities have set figures above this.

Design standards for Road Construction Consent

Roads authorities are now encouraged to take a flexible approach to road adoption in order to allow greater scope for designs that respond to their surroundings and create a sense of place. It is recognised, however, that roads authorities will need to ensure that any future maintenance liability is kept within acceptable limits.

One way of enabling designers to achieve local distinctiveness without causing excessive maintenance costs will be for roads authorities to develop a limited palette of special materials and street furniture. Such materials and components, and their typical application, could, for example, be set out in local design guidance and be adopted as a planning policy.

Clear cases must be made where the adoption of designs are sought that differ substantially from those envisaged in a local authority's design guide or *Designing Streets*. Developers should produce well-reasoned design arguments in relation to this.

Roads authorities would normally be expected to adopt:

- ▶ residential streets, combined footways and cycle tracks;
- ▶ footways adjacent to carriageways and main footpaths serving residential areas;
- ▶ Home Zones and level surface streets;
- ▶ land within visibility splays at junctions and on bends (in some cases);
- ▶ street trees;
- ▶ any verges and planted areas adjacent to the carriageway;
- ▶ structures, i.e. retaining walls and embankments, which support the road or any other adoptable area;
- ▶ street lighting;
- ▶ gullies, gully connections and road drains and other road drainage features;
- ▶ on-street parking spaces adjacent to carriageways; and
- ▶ service strips adjacent to level surface streets.

Private management companies/factors

Any unadopted communal areas will need to be managed and maintained through private arrangements. Typical areas maintained in this way include communal gardens, shared off-street car parking, shared cycle storage, communal refuse storage and composting facilities and sustainable energy infrastructure.

Approval processes for new streets

The design and approval of new streets is governed by both planning and roads legislation. The design process must therefore recognise both sets of requirements. *The Roads (Scotland) Act 1984* is the primary legislation for new roads, and all new roads must receive RCC under Section 21 of that Act prior to construction. Previous practice applied by most local authorities dictates that the formal RCC approval process only starts with the granting of planning permission, or at least with the agreement of the final planning layout. The process thus results in a 2-stage (planning and roads) approval process that not only significantly extends the overall statutory approval process and delays commencement of development construction but, by more rigid application of engineering requirements at this 2nd stage, can lead to a dilution of overall design quality.

Street design requires an integrated approach to approval, involving collaboration between planning officers and RCC engineers. In this way, roads colleagues will be satisfied with the fundamentals of the development proposal, and can approve it in principle concurrent with the granting of planning permission. RCC engineers will have an important role to play as consultees in the planning application process. It is as a consultee that the roads authority can ensure that an appropriate 2-stage approach is adopted. The roads authority should be satisfied that sufficient information has been provided with the planning application to ensure that a subsequent RCC reflecting the design will not alter the details approved under the planning permission. These discussions should take place as early as possible – before a layout is worked up and a planning application submitted. It is important that any principles that have been agreed at this point in the design process are not revisited later, unless there has been a significant change in circumstances.

Planning policies should set the overall benchmark for the design quality of any new development, which includes the new streets as a key part of the public realm. This is why local authorities should have specific planning policies on street design ideally within the development plan, or as Supplementary Planning Guidance (SPG). Planners and road engineers should work together to ensure policies are up to date and allow for the most appropriate street patterns.

The flow chart contained in Part 3 of this document shows how a more integrated system should operate, and the key design decisions which would need to be taken, and signed off, at each stage.

Adoption of SUDS

Adoption issues will need to be clarified at an early stage in the design process, with the likely adopting authorities; Scottish Water, local authority and potential private bodies. The amendments to Section 7 of the *Sewerage (Scotland) Act 1968* published within *SUDS for Roads*, focus on adoption of SUDS at a regional level by encouraging a collaborative approach to shared systems between local authorities and Scottish Water. It is important for a continuous, team-based approach to this matter.

Appendix 5 Street Types summary tables

Street types exist because the functions and users vary across different streets. Some of these factors that vary the greatest between different types of street are summarised in the street matrices below for each user environment.

Examples:

Social environment	<ul style="list-style-type: none">• Overall demand for place features
Walking environment	<ul style="list-style-type: none">• Fabric: Footway• Furniture: e.g. Seating
Cycling environment	<ul style="list-style-type: none">• Layout: Cycle lanes
Public transport environment	<ul style="list-style-type: none">• Furniture: Bus shelters
Carriageway environment	<ul style="list-style-type: none">• Layout: Carriageway width

The table in Section B5 of the main document summarises the key elements of design policy for each street type. Again, this table highlights the design aspects with the greatest variation between different street types.

5.1 Social environment

Place importance **will** be very high in shopping streets. Socialising places **will** be of higher quality, with more frequent and more sizeable provision where there are more pedestrians.

Table:
Overall demand for place features

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low		High	Very High
Secondary		Medium	NA	Medium	High
Local					
Service					

5.2 Walking environment

Paving flags **will** be used in shopping streets and high density residential street where there are higher numbers of pedestrians. Asphalt **will** be used for footways in other streets.

Table:
Fabric - Footway

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Asphalt with white chips			Paving Flag/ Asphalt with white chips	Paving Flag
Secondary					
Local					
Service					

Appendix 5 Street Types summary tables

Seating **will** be provided in shopping streets and in other streets where there are higher number of pedestrians and on preferred pedestrian routes. In general, other furniture provided for pedestrian comfort will follow this trend.

*Table:
Furniture -
Seating
provision*

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low	Low	Medium	Very High
Secondary	NA	Very Low			High
Local			Very Low	Low	Medium
Service					

5.3 Cycling environment

No specific cycle lanes will be provided on quieter streets. Advisory cycle lanes will be provided (as a minimum) on strategic and secondary streets.

*Table:
Layout -
Cycle Lanes*

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary					
Local	Shared Carriageway				
Service					

'Consider' where traffic volumes are high consideration for further separation is recommended

5.4 Public transport environment

Larger bus shelters **will** be provided where there are public bus routes on shopping, high density residential and employment streets.

Minimum Requirements - May change due to – 1/ footprint available, 2/ Special Place (Interchange), 3/ Specialist Style Shelter

<i>Table:</i> Furniture - Bus Shelters	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	2 Bay		3 Bay	4 Bay	
Secondary	Not Required				
Local	NA				
Service	NA				

Discussion with Public Transport team required to agree style/type

5.5 Carriageway environment

Carriageways on Strategic streets **will** be at least 6m wide. Carriageway widths on other streets **will** be reduced to a minimum. Where the street is a bus route, the carriageway **will** be an absolute minimum width of 6.25m.

- Two way main vehicle lane width (m)
- Widths do not include space for cycle lanes, bus lanes & on street parking or loading
- Narrow widths permissible over short lengths, e.g. introduce traffic calming

<i>Table:</i> Layout - Carriageway Width	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	6.0 - 7.3	6.0 - 7.0			
Secondary	5.5 - 7.3	5.5 - 7.0			
Local	4.5 - 6.0				
Service	4.5 - 6.0				

Appendix 6 Equalities

The guidance is subject to an ongoing human rights and equalities assessment. Initial findings from internal workshops are summarised below.

Human Rights - positives

RIGHTS	WHERE GOOD STREET DESIGN CONTRIBUTES
RIGHT TO HEALTH	<ul style="list-style-type: none"> • NEW PUBLIC SPACES, INCLUDING GREENERY AND WATER • ACTIVE TRAVEL • URBAN GYMS • ACCESS TO HEALTH FACILITIES • BECALMED PUBLIC REALM • HAPPY STREETS
RIGHT TO INDIVIDUAL, FAMILY AND SOCIAL LIFE	<ul style="list-style-type: none"> • PROVISION OF SEATING AND RESTING PLACES/'TALKSCAPES' • FREEDOM OF ASSOCIATION WITH ETHICAL/ENVIRONMENTALLY (UN-)FRIENDLY LIFESTYLES AND TRANSPORT CHOICES • PROVISION OF TOILETS • WALKING AND CYCLING GROUPS AND ACTIVITIES
RIGHT TO LEGAL SECURITY	<ul style="list-style-type: none"> • SIGNAGE AND MARKINGS SHOWING REGULATIONS, E.G. PARKING, SPEED, LANES
RIGHT TO PHYSICAL SECURITY	<ul style="list-style-type: none"> • SAFER PLACES THROUGH LAYOUT AND LIGHTING • DECREASED CONFLICTS AND INCREASED RESPECT BETWEEN STREET USERS – ALL TRANSPORT MODES CATERED FOR AND NORMALISED

Issues for attention

RIGHTS	EXAMPLE ISSUES
RIGHT TO HEALTH	<ul style="list-style-type: none"> • POLLUTION – NOISE, AIR, WHITE LIGHT, WATER • PROXIMITY OF MOTORISED TRAFFIC TO BUILDINGS AND NON-MOTORISED USERS, INCLUDING EFFECTS OF REDISTRIBUTION OF TRAFFIC • STRESS AND RAGE • LINKS TO RIGHT TO STANDARD OF LIVING
RIGHT TO LIFE	<ul style="list-style-type: none"> • SHARED STREETS, MATERIALS CHOICES, TACTILE PAVING, GUARD RAILING • STREET MAINTENANCE AND IMPROVEMENT REGIME
PROTECTED CHARACTERISTICS	EXAMPLE ISSUES
AGE DISABILITY PREGNANCY	<ul style="list-style-type: none"> • GRADIENTS, COLOURS, AUDIBLE SIGNALS, CONTRASTS, TACTILE TREATMENTS • STOPPING AND RESTING PLACES, SPACE FOR BABIES AND EQUIPMENT
SOCIO-ECONOMIC DISADVANTAGE	<ul style="list-style-type: none"> • WALKING AND CYCLING OPPORTUNITIES FOR FREE/CHEAP TRAVEL



EDINBURGH **STREET DESIGN** GUIDANCE

Appendix 2

Consultation Plan

The following table sets out how consultation with stakeholders has already informed the draft version of the Edinburgh Street Design Guidance and sets out the measures that will be adopted to consult with stakeholders during the formal consultation period.

Who	What	Why	When
Phase 1- Establishing the scope of the review			
External practitioners	Best Practice review meeting	To establish the format of the guidance	2011
Internal CEC practitioners	workshop	Awareness raising/ establish key issues	2011
Project Working Group	Best practice reviews	To establish current approaches and experience from other cities etc	2011-13
Phase 2- Awareness raising/ testing			
Edinburgh Urban Design Panel	Presentation	Feedback to inform the review and development of the guidance	2013
Transport Forum	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Policy and Review Committee	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013

Scottish Government Architecture and Place Division- Designing Streets Policy	Presentation/ meeting	Feedback to inform the review and development of the guidance	2013
Internal CEC practitioners	Review of the draft guidance	Feedback to inform the review and development of the guidance	2013/14
Phase 3- Circulate Draft for Consultation			
General Public	Publish on the Council's website/ intranet Make available in Libraries Promote through range of communications- Forums and News Bulletins/ Leaders Report/ Outlook / Social Media	Awareness Raising	Start of consultation March 2014
Mail drop	Range of stakeholder groups, including community councils etc	Awareness raising	Start of consultation March 2014
Survey Monkey	Through the Council web site	Target questions	Start of consultation March 2014

Phase 4- awareness raising and reviews

Forums and Community Councils/ Neighbourhood Partnerships	Presentations		March- June 2014
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Focus groups	Groups with a particular interest, vulnerable users	Feedback on the overall guidance and specific input to key areas of the document.	March –June 2014
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Edinburgh Urban Design Panel	Presentation	Feedback to inform finalisation of the guidance	March to June 2014
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Phase 5- road testing the guidance

Internal CEC practitioners	Testing the guidance	Highlight areas for review	March-June 2014
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Appendix 3

Report from the meeting of the Edinburgh Urban Design Panel 27 November 2013

EDINBURGH URBAN DESIGN PANEL Edinburgh Street Design		REPORT of meeting held at the City Chambers on 27 November 13	
Presenters			
Will Garrett	City of Edinburgh Council	Andrew McBride	City of Edinburgh Council
Panel members			
David Leslie	Chair – City of Edinburgh Council	Johnny Cadell	Architecture + Design Scotland
Marion Williams	The Cockburn Association	Ben Rainger	EAA
Neil Greenshields	EAA	Sole Garcia Ferarri	ESALA
Ian Thomson	Historic Scotland	Bob Bainsfair	Landscape Institute Scotland
Steve McGill	Lothian + Borders Police	Richard Llewellyn	Napier University
Hugh Crawford	RTPI in Scotland	Susan Horner	Secretariat – City of Edinburgh Council
Apologies			
Jimmy Morgan	Heriot Watt University		

Executive Summary

The Panel welcomes being able to input into the emerging Edinburgh Street Design Guidance at this very early stage. It should be noted that what was reviewed is not the full draft of the document and so the advice contained are not comments on the draft that will be viewed by Planning Committee in February. The Panel supports the notion of having street design guidance for Edinburgh. Based on what was presented, it does appear that the document could benefit from some refinement with the aim of making it simpler and more consistent with the Scottish Government's policy statement, Designing Streets.

Main Report

1 Introduction

This report relates to Edinburgh Street Design Guidance.

1.1 This is the first time that this guidance has been reviewed by the Panel.

1.2 No declarations of interest were made by any panel members in relation to this scheme.

1.3 This report should be read in conjunction with the pre meeting papers which provide an overview of the guidance.

1.4 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

2 Planning Process

2.1 The guidance has been developed through workshops and consultation with various stakeholders. It is proposed that a draft guidance document will go to Planning Committee in February 2014 and then out for consultation.

3 Overview

3.1 The Panel supported the aspirations of the Guidance and the dialogues between the various professional disciplines within CEC particularly with transport planning and encouraged this particularly with respect to the design of 'place critical streets'.

3.2 It is important that the expectations for street design are clearly articulated to all involved in street design. The aim of the project in simplifying existing guidance and adhering to the ethos of the Scottish Government's policy statement, Designing Streets is laudable.

3.3 It is vitally important however that in creating a locally based document that the principles within the Scottish Government's Designing Streets Policy is not undermined.

Edinburgh Street Design – Edinburgh Urban Design Panel

- 4 How it is presented**
- 4.1 The success of the document will depend on how it is put together and the detail of what it states.
- 4.2 The Panel also asked the question of 'Who is it for? and who will use it?'. The Panel were unclear who and how it will be used and whether it would make a difference to the final outcome. The Panel warned against the guidance becoming more of an internal CEC document rather than a document that would be used by design teams. The document needs to be written for the people who are using it and for those it is designed to influence. A document that is primarily for lay people needs to be written in a way that they will understand, while a document that is for professionals may be written in a more technical language.
- 4.3 The Panel expressed concern at how the 'street categories framework' and 'design summary specification' sections of the guidance would work and allow the delivery of good place making. It was suggested that the guidance should not refer to a 'street framework' but 'a place'. It was suggested that the headings in the 'street categories framework' were inevitably un-related to the multiplicity of localised conditions that make up actual places, high streets, mixed use areas and conservation areas are not covered, for example. The narrow categorization according to street types risks an approach that overlooks variations in neighbouring contexts, built form characteristics and mixture of land use.
- 4.4 While the movement / place matrix of street types does contain a broad range of streets, it is insufficient to cover every different street type in Edinburgh. If the direction provided by it is too prescriptive, this could undermine the approach set out by Designing Streets of place specific multi-disciplinary design.
- 4.5 The Panel also expressed concerns regarding the proposed images in the 'street categories' section of the guidance as again they do not show 'place'.
- 4.6 The Panel suggested that a more graphic approach to the guidance may help with its legibility. For example the Policy Statement for Scotland Designing Streets shows clearly through a diagrammatic map [page 4] the extent of where Designing Streets policy and guidance should be applied and where the road should be designed to the Design Manual for Roads and Bridges (DMRB) standard. Such an approach to the Edinburgh Street Design Guidance would help clarify where the ESDG applies and it likely to help simplify proposed matrix.
- 4.7 There is an argument that street design should always seek to prioritise pedestrians highly in any context – if the aims of Designing Streets are to be achieved.
- 4.8 The Panel were of the view that the Guidance could become overly complex, too prescriptive and most importantly not place specific. There was a concern that the Guidance should allow a Design Team to respond with an appropriate place specific design and not encourage a more engineered "tick box" approach. To avoid this, it should be written in such a way that it is not too prescriptive and advocate a multidisciplinary approach to design
- 5 Changing the mindset**
- 5.1 There will be significant benefits to creating a document that changes the mindset of those involved in street design who currently advocate /a standard based approach to design. If this document can help change that, that is for the good.
- 5.2 The Panel acknowledged the difficulties in delivering good streets given the polarity of views to 'Place' between urban designers and civil engineers. The Panel acknowledge that this is a fundamental issue and while culture change takes time, work is underway particularly through University and college courses.
- 6 Other matters**
- 6.1 Lighting is a key component of street design and the Council's expectations for it should be set out in the document.

- 6.2 The Panel discussed the amount of 'street clutter' within the City's historic core and suggested that as part of this Guidance it may be appropriate to identify a lead designer who is responsible for the design of the entire street. This would allow all of the elements of the street design to be coordinated ie: signage, lighting etc. as this 'clutter' can undermine the attractiveness of streets.
- 6.3 Many existing streets around the city could benefit from significant improvement with many in need of a radical overhaul in their design. This document should seek to address existing streets as much as it sets out requirements for new streets within the city.
- 6.4 It was suggested that the draft guidance should be applied to a real proposal for testing.

7 **Recommendations**

- 7.1 In developing the proposals the Panel suggests the following matters should be addressed:
- Simplification.
 - The Guidance must consider 'place' before movement.
 - Further consideration as to who the Guidance is for and how it will be used.
 - Reconsider the graphic and imagery used in the document.
 - The Guidance should come back to the Panel once further developed.

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Edinburgh Roadworks Ahead Agreement 2014

Item number	7.4
Report number	
Wards	All

Links

Coalition pledges	P28 and P33
Council outcomes	C19 , C21 , C22 and C26
Single Outcome Agreement	SO4

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Edinburgh Roadworks Ahead Agreement 2014

Summary

This report outlines improvement proposals to assist Road Services with executing its powers under the Transport (Scotland) Act 2005 in managing, co-ordinating and effectively controlling road occupations, particularly by Public Utilities (PUs).

The proposal is to re-vitalise and re-launch the Edinburgh Roadworks Ahead Agreement (ERWAA) with greater emphasis on customer needs and remove aspects of the previous agreement that proved to be ineffective.

The report proposes a way forward in partnership with PUs to deliver improved performance.

Included in the agreement are new initiatives to address issues of frustration regarding roadworks that are reported to the Council by both pedestrians and road users. Examples of these initiatives include:

- moving any temporary traffic lights when they are not required to allow two way traffic to flow, specifically at weekends where work has paused; and
- placing additional information signs at sites that require to be vacated for a period of time.

Recommendations

It is recommended that the Transport and Environment Committee:

- 1 approves the changes to the ERWAA; and
- 2 notes that the performance of this revised agreement is included in the quarterly performance reports currently presented to Committee.

Measures of success

Greater public satisfaction with:

- the effect of the agreement on the co-ordination of roadworks; and
- a reduction of an adverse effect of roadworks on the road network.

These will be measured at the end of each year by surveys placed on the Council website, targeting Community Councils with customer questionnaires. It will also be measured through discussion with Community Council representatives at the meeting held on a monthly basis.

Financial impact

Road Services foresee potential costs being incurred by Partner members in implementing the proposed initiatives. These costs will only be applicable in specific circumstances and could be avoided if planning and co-ordination is improved.

It is not possible to place an accurate figure on the Council's additional cost as it involves an unknown number of sites where the initiatives will be applied.

Equalities impact

The ERWAA will not directly affect the Rights of people who live, work or travel through Edinburgh. It will help in reducing frustration, anger and stationary traffic however this cannot be quantified.

It is not believed that this report will affect the unlawful discrimination, harassment or victimisation.

One initiative contained within the ERWAA that has an impact on protected characteristics is the use of pedestrian phases on temporary traffic lights. These are to be assessed for use wherever possible to allow unlit pedestrian crossings to be relocated. This will benefit older people and those with disabilities to cross safely near roadworks. The release of the restriction to two way traffic when temporary traffic lights are removed at roadworks, where this can be done safely, will reduce the stationary traffic and thus potentially reduce health inequality by reducing stationary traffic.

Also, Codes of Practice and Specifications dictate the type face and size of font for signs and these cannot be changed by the Council or PUs. However, the additional signage, to be provided as part of this Agreement, will be developed in line with the requirements of people with visual impairment.

Sustainability impact

There are no sustainability impacts arising directly from this report.

Consultation and engagement

Consultation has taken place with the Scottish Joint Utilities Group (SJUG) on the amended agreement.

Consultation has also taken place with all Community Councils and Transport functions of Neighbourhood Partnerships. Replies are awaited from a number of Neighbourhood Partnerships however the comments received at the time of writing do not affect the content of the report.

A summary of the Community Council comments are shown in Appendix B.

Background reading/external references

Edinburgh Roadworks Ahead Agreement – Item 6.2, Transport and Environment Committee, 23 September 2008.

Transport (Scotland) Act 2005

Edinburgh Roadworks Ahead Agreement 2014

1. Background

- 1.1 The City of Edinburgh Council as the Roads Authority is responsible for all occupations of roads and pavements for building materials, skips, scaffolds and Public Utility (PU) works. Whilst the PU companies have a statutory right to carry out work on the public road network, they and their contractors still have to comply with legislation with regard to co-operating with the Council in planning and co-ordinating these works.
- 1.2 The Council has worked in partnership with the main PU companies through the 'Edinburgh Roadworks Ahead Agreement' (ERWAA), since the original launch in 2007. This arrangement recognises the special status of Edinburgh as the capital city and also a World Heritage Site. The original agreement addressed issues including minimising disruption to the public, ensuring a high quality of reinstatements and having in place communication strategies to inform the public of the works.
- 1.3 It is known that customers are frustrated by, what appears to be, endless sets of roadworks within Edinburgh delaying their journey, excavations left open with no apparent work being undertaken, and reinstatements not being carried out correctly. This frustration is frequently documented through customer contact and local press coverage.
- 1.4 Since the introduction of the ERWAA in 2007, the relationship with PU companies has improved in parallel with the co-ordination of roadworks. This is primarily due to the work carried out by the Roadwork Support Team (RST) based in Road Services. Improvements include the introduction of Liaison meetings with each PU every two months. These meetings are held on a one to one basis where specific performance issues and any corrective actions required can be discussed. Other road work co-ordination initiatives that have been developed by the Council to help fulfil the requirements of the agreement are the improved notification to customers of roadworks through social media and the approval of all road work on the strategic road network through the City Wide Traffic Management Group (CWTMG).
- 1.5 This proposal to re-launch and re-vitalise the ERWAA aims to improve customer communication and perceptions and deliver robust working relationships, based on joint objectives, to deliver infrastructure improvements in the city.

2 Main report

2.1 The RST is based within the Council's Transport Service and is dedicated to liaising, monitoring, inspecting and co-ordinating the work of PUs and the Council's own work within Edinburgh. This includes actively participating in the statutory Road Authority and Utility Committee meetings (RAUC). These are held on a quarterly basis between Local Authorities and PUs. It also includes regular communication with each utility.

2.2 As an example, the following shows the average pass rates for all PUs in respect of sample inspections.

2009/10	2010/11	2011/12	2012/13
93%	82.6%	87.9%	88.2%

2.3 These are disappointing figures for PUs that fall short of the expected standard of 90%.

2.4 The table below shows the time taken in days to complete work on the roads and pavements broken down by PU. This indicates that of the 9468 items of work carried out by PU's within Edinburgh over the 12 month period March 2013-2014, 37% took one day, 28% lasted two to five days and 6% took over 20 days.

Duration in days	1	2-5	6-10	11-20	>20	Total
Scottish Water	1010	450	521	182	55	2218
Scotland Gas Networks	104	224	350	326	408	1412
Scottish Power	111	205	430	560	102	1408
Openreach	603	1064	166	193	44	2070
Virgin Media	1655	696	9	0	0	2360
Total	3483	2639	1476	1261	609	9468

- 2.5 A Review Team consisting of members of the partnership met at regular intervals to discuss and address issues relating to audits carried out of roadworks sites. It was also expected to put in place initiatives to monitor, measure and intervene when the traffic management arrangements and information boards were not adequate and did not serve the public sufficiently. This team stopped meeting due to time constraints where only a small handful of locations were visited over an eight hour period. The inspections and scoring has continued to be carried out by the RST Inspectors.
- 2.6 It is proposed to replace the review team with a group that will meet at regular intervals and will require the involvement and co-operation of Road Services, Neighbourhood staff, PU representatives and representatives from the public to undertake ad-hoc inspections and recording. Neighbourhood Partnerships and other representative bodies will be asked to nominate lay people to attend these meetings and provide the customers' perspective of the works.
- 2.7 The Council is responsible for the co-ordination of works to minimise or prevent conflicts on the same road or in the same vicinity. This is managed by RST through a map based database. Meetings are held with PU representatives at national, area and local levels, to discuss proposed works and agreement is reached on the timing of the works to ensure co-ordination.
- 2.8 Roadworks that are proposed on the Strategic Road Network are reviewed by the City Wide Traffic Management Group. It is this group that assesses whether the proposed work will have a detrimental effect on traffic flows and what measures are required to reduce the possibility of congestion.

Improvement Proposals

- 2.9 It is proposed to develop further the success of the ERWAA with the PU companies to deliver a service to customers that will provide further improvements and increase positive perceptions.
- 2.10 Roadworks will continue be programmed to ensure they do not conflict with other schemes on the same route or area so that delays and disruption to the public are minimised. This will exclude emergency works.
- 2.11 Reinforced monitoring and inspection will ensure that all work sites will have clear signage. This will inform the public of the name of the organisation or PU responsible, the reason for the work, start date and duration of the works, or the completion date.

- 2.12 A new need for specific traffic management will be assessed to include the relaxation at weekends, or at the end of working shifts, to help reduce delays experienced at temporary traffic lights. The intention being to ensure two way traffic flow can resume where roadworks are not actually taking place, especially on traffic sensitive roads.
- 2.13 The area of the road taken up by roadworks will be assessed by the RST Inspectors, once work has commenced, to determine whether the extent of the occupied area could be reduced. If the area could be reduced, the Organisation or PU will be required to amend the site. This will potentially reduce the disruption to businesses and the public while work is progressing.
- 2.14 The customer should see improved and acceptable work sites. Sites should be clean and tidy with information boards indicating reasons and timings for the works. Standard and consistent styles of traffic management layouts, signs and barriers will give the customer a better understanding of roadworks restrictions and how they should be interpreted.
- 2.15 For all the major works, start and end dates or durations will be displayed and, if necessary, new explanations for delays to the completion of the work. Where possible, there will be advanced warnings to give the public notice of impending works.
- 2.16 There will be a new requirement to replace pedestrian crossing facilities where there is a need to close them, in the interest of safety for the duration of roadworks. This will include the use of temporary pedestrian crossing lights where work is of a duration of greater than three days.
- 2.17 Depending on the circumstances of particular projects, a publicity and communications strategy will be applied to work sites. This will require notification to the press/media, public, customers who live in or around the road being worked on, Neighbourhood Partnerships and Community Councils.
- 2.18 Additional resources have been provided in RST by employing a further two Inspectors on two year fixed term contracts. This additional resource will allow the inspection of 100% of all reinstatements carried out by PUs on Edinburgh's roads and pavements. Legislative powers available to Councils will continue to be used to support and enforce deviation from the standards. Recognition will be made by the Council of the Utilities and contractors who perform well. This recognition will be given in the annual performance report to this Committee and by letter to the Executive Officers of the PU concerned. More attention will be devoted to, and inspections undertaken, on the poor performers.

- 2.19 There will be an undertaking by all partners to produce where possible, a long term programme of work. It is believed that to improve the co-ordination of roadworks it is essential to plan ahead as far as possible. Having information regarding future potential works, three to five years in advance, will allow better co-ordination of work being carried out at the same location. This will enable the Council and PUs to reduce the need to carry out repairs within roads and pavements within a short time of each other.
- 2.20 It is essential that those affected by roadworks are informed in advance of the work. It is proposed to include Community Councils in the Communication Plan where work has a significant impact.
- 2.21 The benefits of these improvements are expected to include:
- A reduction in the disruption and delay caused by roadworks.
 - Significant improvement in the quality of reinstatement works.
 - A reduction in the need for further roadworks to address remedial work.
 - A clearer explanation for the customer, in relation to the reason for and clarification of the works, and any delays.
 - A higher profile of roadworks management so the public can see the proactive approach being taken by the Council. The public should have a more developed understanding of how works are managed, minimised and controlled.
 - All works will be undertaken in compliance with legislation.
 - Safer pedestrian management through a site.

Risks

- 2.22 Although these powers and Agreements are in place, there is currently a gap in what can be achieved and what is actually achieved, on the ground. There are competing pressures on Council staff and PU supervisors, so the management of roadworks often does not get the priority it requires. The revitalisation of the ERWAA is intended to make this a greater priority. The employment of the two additional inspectors has allowed the Council to address this same pressure.
- 2.23 The delivery of the initiative is almost entirely dependant on the “buy in” from Partners, including PU managers, bus operators, the Police and members of the community.

- 2.24 Although Legislation, Specifications and Codes of Practice exist to govern roadworks carried out by the Council and PUs, it is essential that there is a co-ordinated approach to all roadworks. A consistent approach in monitoring and communication is essential to ensure all partners comply and adhere to the agreement. This will be achieved through discussions at the local, area and national meetings of the Roads and Utilities Committee and at the bi-monthly one-to-one liaison meetings with each utility.
- 2.25 A review will be required to ensure adequate resources are provided, by all partners, to maintain the additional work created by this agreement.
- 2.26 On the part of the Council, an element of this review will be to consider retaining the additional resource provided by the two inspectors, employed on two year fixed term contracts. Consideration needs to be given, in the forthcoming Service Review, to whether it will be possible to maintain the level of inspections required to meet this new Agreement.

Neighbourhood and Stakeholder Impact

- 2.27 The active involvement of staff from Neighbourhood teams will be crucial to the success of the initiative and their early involvement in developing the communication processes is essential. Briefings to Neighbourhood Partnerships will put into context their role and responsibilities.
- 2.28 The impact of roadworks can affect the operation of bus services and the flow of traffic into and around the city. Public transport operators and the Police are major players in planning and co-ordinating roadworks through the CWTMG. Members of the CWTMG will be invited to feedback on the new arrangements.

Measuring Progress

- 2.29 The measuring, monitoring and reporting on the performance and success of the Agreement will involve Neighbourhood staff, PU representatives and representatives from the public to undertake unofficial inspections and recording. As discussed in paragraph 2.6, this will include Neighbourhood Partnerships and other representative bodies being asked to nominate lay people to attend meetings to comments on their inspections and to provide the customers perspective on the works.
- 2.30 Inspection reports are shared with the PUs at present through National, Area and Local RAUC meetings. The ERWAA representative group will also review indicators specific to this Agreement.

- 2.31 The Performance/success of this Agreement will be reported to the Road Services Management team at regular intervals and the Transport and Environment Committee on a quarterly basis.
- 2.32 The Agreement will be managed by the RST with the support of the Neighbourhood Teams.
- 2.33 This proposal aims to improve communications with all interested parties and deliver a robust working relationship based on joint objectives to deliver infrastructure improvements in the city with minimal impact.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
 - 3.1.1 approves the change to the ERWAA; and
 - 3.1.2 notes that the performance of this revised Agreement is included in the quarterly performance reports currently presented to Committee.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P28 Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p>
Council outcomes	<p>CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>C21 Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>C22 Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 Edinburgh’s communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A – New Edinburgh Roadworks Ahead Agreement</p> <p>B – Old Edinburgh Roadworks Ahead Agreement</p> <p>C – Table of comments from consultation</p>

APPENDIX A

NEW EDINBURGH ROADWORKS AHEAD AGREEMENT (ERWAA)

Introduction

The City of Edinburgh Council and Public Utility Companies recognise the special status of the city as the Capital of Scotland, a major tourist destination and a World Heritage Site.

In recent years, and despite the economic downturn, the City's economy had continued to perform well.

The demand for housing and commercial facilities, has resulted in a need for an upgraded, reliable Utility infrastructure.

It is recognised that without the availability of secure networks of electricity, gas, telecommunications, water and drainage, major developments will not be readily attracted to the City of Edinburgh.

However it is equally important the road network is managed in an effective and efficient manner, and the way in which Utility and other roadworks are co-ordinated with the City of Edinburgh Council's own works programmes, is a major element in achieving this aim. It is recognised that details of all works are communicated in a more efficient and effective manner to all partners customers.

Despite improvements in materials and installation technology, there is a recognition that most Utility installations are carried out by open track excavation.

The requirement to manage and co-ordinate roadworks, to reflect the special conditions in the City of Edinburgh and at the same time balance the needs of the public, customers and the future development of the city in a sustainable manner is essential.

This new ERWAA has been put in place with Public Utility Partners to ensure proper management arrangements are in place. And the required standards are met in undertaking roadworks in the city.

The partners shall review the implemented procedures to ensure the impact on the public and other road users has been minimised through better planning, communication and execution of roadworks.

Accordingly, the following commitments have been made by the signatories:-

(A) TO MINIMISE TRAFFIC CONGESTION AND THE IMPACT OF ROADWORKS TO THE PUBLIC BY IMPROVING COMMUNICATION AND CO-ORDINATION THROUGH:-

1. Improving communications and co-ordination between the Agreement Partners, through regular meetings with individual Utility Companies, and improving procedures for informing the public where they may be affected by roadworks operations, and ensure there is sufficient information boards provided on site.
2. The implementation of the Improved Communications Strategy.
3. Demonstrating that all staff involved in roadworks operations, receive adequate training in the management and maintenance of roadworks sites to acceptable standards. **The Roadworks (Qualifications of Supervisors and Operatives)(Scotland) Regulations**
4. An undertaking to supervise and monitor roadworks operations to ensure that all statutory and local requirements are being met and, to minimise the impact on road users by taking steps to maximise the productive hours available, while traffic management is in place.
5. Ensuring roads are not occupied unnecessarily when works are not being undertaken and if or where there is a delay to completing the works then the road is returned to traffic temporarily whenever practical and safe to do so. **Traffic Sensitivity and the strategic nature of the road should always be considered when doing so.** (ADDITIONAL WORDING)
6. **An undertaking to place notices on sites, for the other road and pavement users, where the road is occupied but where work has ceased. The notice shall explain the reason why no work is progressing and when it will recommence.** (NEW PARAGRAPH ADDED)
7. **Ensuring changes to the start date, duration and end date are communicated to the residents and other road and pavement users immediately by updating the information boards on site and by notifying the Council to enable them to inform customers as soon as possible.** (NEW PARAGRAPH ADDED)

8. An undertaking to assess the type and need for specific traffic management at sites when work is not being undertaken. Specifically at weekends when work has stopped and the need to maintain a reduced road width. Ensuring two way traffic flow, can resume, whenever possible, especially on traffic sensitive roads, throughout the duration of the works. (NEW PARAGRAPH ADDED)
9. An undertaking to reduce the occupied area wherever possible and return road and pavement areas to public use as soon as reasonably practicable. This will involve the ongoing assessment of sites on a daily basis to ensure only necessary areas have been occupied. (NEW PARAGRAPH ADDED)

(B) TO IMPROVE THE QUALITY OF REINSTATEMENTS AND GENERAL WORKMANSHIP BY STRENGTHENING QUALITY ASSURANCE SYSTEMS, SUPERVISION ARRANGEMENTS AND MATERIAL QUALITY THROUGH:-

1. An undertaking to apply a Quality Assurance System that demonstrates a consistent approach of planning and execution of works which ensures the quality of materials and workmanship meet the required standards. Regular audits are carried out and that the records are available to the review team.
2. Ensuring that adequate supervision is provided for reinstatement works and staff are sufficiently trained and hold the appropriate level of recognised qualification.
3. Encouraging the use of new materials, products and processes that may provide a number of benefits being:
 - Reduced construction costs;
 - Reduced construction times;
 - Reduced disruption to traffic;
 - Reduced environmental impact;
 - Improved quality of reinstatements.
4. Ensuring traffic management, materials, workmanship and communications used in reinstatement works are of adequate quality, within specification and fit for purpose.

5. Ensuring all reported defects are dealt with appropriately and registered on the Street Works Register.
6. Encouraging the sharing of 'Best Practice'. (NEW PARAGRAPH ADDED)
7. An undertaking to put in place an effective inspection and monitoring process to ensure non-compliance is identified and rectified at the earliest opportunity eg by the introduction and implementation of additional resources to achieve this. (NEW PARAGRAPH ADDED)

(C) TO IMPROVE SERVICE PERFORMANCE THROUGH THE INTRODUCTION AND MONITORING OF THE FOLLOWING PERFORMANCE INDICATORS:-

1. The percentage of cores sampled and tested that fully comply with the requirements of the current Specification.
2. The percentage of materials sampled and tested that fully comply with the relevant specification.
3. The percentage of sample inspections that fully comply with the requirements of the relevant Codes of Practice.
4. The percentage of correct notices issued.
5. The percentage of sites where the traffic management fully complies with the requirements of the Safety of Street Works and Roadworks Code of Practice.
6. The number of outstanding items of defective apparatus. (NEW PARAGRAPH ADDED)
7. The number of outstanding defective reinstatements. (NEW PARAGRAPH ADDED)

(D) TO IMPROVE SAFETY AT ROADWORKS THROUGH THE IMPLEMENTATION OF A HEALTH & SAFETY PROTOCOL BY:-

1. Establishing closer working relationships between Health and Safety Managers/Professionals of the Agreement Partners.
2. Ensuring adequate supervision is provided at roadworks and that staff are sufficiently trained in this discipline and hold the appropriate recognised qualification.

3. Demonstrating that improvements to road safety are being achieved through effective planning and execution of roadworks operations.

(E) TO IMPROVE THE ARRANGEMENTS FOR THE EFFECTIVE CO-ORDINATION AND MANAGEMENT OF ROADWORKS THROUGHOUT THE CITY OF EDINBURGH AREA BY:-

1. Clearly defining the administrative and operational procedures for the exchange of accurate and reliable information.
2. An undertaking to co-operate with the requirements of the 'City Wide Traffic Management Group' (CWTMG) within the Council. (NEW PARAGRAPH ADDED)
3. Providing specific training for Operators of the SRWR electronic system, designers and works planners within the Agreement Partnership organisations, highlighting the importance and necessity for improving the quality, and accuracy of information provided on notices.
4. Identifying best and worst practice and disseminating information within the partnership to facilitate best practice.
5. Fully complying with the requirements of the relevant legislation and Codes of Practice with regards to notices.
6. Encouraging better co-operation to enable the Roadworks Authority to properly co-ordinate roadworks within the City of Edinburgh area and to ensure information is provided to achieve this.
7. An undertaking from the partners to notify each other promptly of changes to management structures or key staff, including operational responsibilities, names and contact phone numbers.
8. These structures will be reviewed, updated and distributed to the Agreement Partnership organisations at the local RAUC meetings.
9. An undertaking to produce long term programmes, 3–5 years where possible, and place them on the register as 'Potential Work' to allow future planning and allowing improved co-ordination to avoid conflicting works between all partners. (NEW PARAGRAPH ADDED)

(F) ESTABLISH A REVIEW TEAM TO PROVIDE REPORTS ON PROGRESS TOWARDS THE PARTNERSHIP'S STATED OBJECTIVES THROUGH:-

1. The development and implementation of a monthly team monitoring programme.

2. The development and implementation of a representative group to discuss issues that customers perceive as not working. (NEW PARAGRAPH ADDED)

3. Providing data on performance, workmanship and quality required.

Performance Indicators, test results and the sharing of information will greatly assist with progress towards achieving the Agreement objectives. This will be used as a measure of the effectiveness of the Agreement partnership.

4. The working relationship between the Roadworks Authority and the Public Utility Companies is underpinned by the documents listed below. These documents encompass the current statutory requirements for all organisations involved in road and street works.

- New Roads and Street Works Act 1991.
- Transport (Scotland) Act 2005.
- Code of Practice for the Co-ordination of Works in Roads.
- Safety at Street Works and Roadworks – A Code of Practice.
- Specification for the Reinstatement of openings in Roads.
- Code of Practice for Inspections.
- Measures Necessary Where Apparatus is affected by Major Works (Diversionary Works).
- Best Practice in Street Works and Highway Works.
- All other relevant Advice notes to be found on the Scottish Roadworks Commissioners web site. (NEW POINT ADDED)

We the undersigned, on behalf of our organisations and companies, commit to the spirit of this Partnership Agreement:-

	<u>Organisation</u>	<u>Date</u>
Signature <i>on behalf of</i> -	The City of Edinburgh Council	
Signature <i>on behalf of</i> -	Vodafone (UPDATED)	
Signature <i>on behalf of</i> -	Openreach	
Signature <i>on behalf of</i> -	Scotland Gas Networks	
Signature <i>on behalf of</i> -	Scottish Water	
Signature <i>on behalf of</i> -	Scottish Power	
Signature <i>on behalf of</i> -	Telefonica (UPDATED)	
Signature <i>on behalf of</i> -	Virgin Media	

EDINBURGH ROADWORKS AHEAD

ROADWORKS CUSTOMER CHARTER

1. The Agreement Partners' aim is to achieve Best Practice by means of a collective approach towards minimising the impact of roadworks on the general public and reducing delays and disruption.
2. The Agreement Partners' will strive to provide work of the highest quality at all times, and will monitor the performance achieved.
3. Any planned roadworks, which are considered will cause significant delay and disruption or environmental impact on the public, will be given appropriate advanced publicity.
4. A Communications Strategy will be implemented to improve the information available to those, both directly and indirectly, affected by roadworks.
5. Any comments or complaints from the public will be fully investigated and responded to **within an appropriate timescale**.
6. On major works, a representative of the Organisation or Public Utility, or their agent or contractor, will be available to deal with all enquiries.
7. The Agreement Partner will monitor performance and publish an Annual Report.

EDINBURGH ROADWORKS AHEAD AGREEMENT

IMPROVED COMMUNICATIONS STRATEGY

The Edinburgh Roadworks Ahead Agreement stipulates that all partners are required to develop improved procedures for communicating with the members of the public that may be affected by their planned roadworks operations.

The level and extent of communication will be dependent on the size, extent and duration of the works and the impact the works will have on road users, residents and frontages.

The attached matrix gives direction on the appropriate communications strategy to be adopted. These measures are based on the following criteria, road hierarchy and significance of operation.

These criteria are defined as follows:-

1.0 ROAD HIERARCHY.

- 1.1 Traffic Sensitive Streets.
- 1.2 Traffic Sensitive Streets out with peak hours.
- 1.3 Non-Traffic Sensitive Streets.
- 1.4 Cycle ways.
- 1.5 Footways – Prestige streets e.g. Princes Street and high amenity roads and pavements.
- 1.6 Footways – Primary walking routes, busy shopping centres and main routes linking interchanges between modes of transport.
- 1.7 Footways – Secondary walking routes.

2.0 SIGNIFICANCE OF OPERATIONS.

Significant Operations will be regarded as significant if:-

- 2.1 Any road is closed.
- 2.2 Two-way traffic cannot be maintained, with the exception of one-way streets, and/or the numbers of lanes have been reduced.
- 2.3 Vehicle access to frontages or driveways cannot be maintained out with site working hours.
- 2.4 Pedestrian movements are disrupted such that access cannot be maintained to the frontages of properties or free passage is hindered out with site working hours.

INFORMATION TO BE PROVIDED

1. The organisation responsible for the works
2. The reason for the works.
3. A contact telephone number.
4. The start date on site and duration in weeks/months of the works, or completion date. (AMENDED)
5. The reasons for any delay to the completion of the work and a revised estimated date for completion. (AMENDED)

COMMUNICATIONS MATRIX

SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Work to Community Councils (NEW)	Advanced Notice of Works Signs	Roadside Information Boards	Advanced Notice Timescale (NEW)
Traffic sensitive streets: <i>Within prescribed hours</i>	X	X	X	X	X	21 days
Traffic sensitive streets: <i>Out-with prescribed hours</i>		X	X	X	X	21 days
Non-traffic sensitive streets		X	X	X	X	14 days

SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Work to Community Councils / Cycling Organisations (NEW)	Advanced Notice of Works Signs	Roadside Information Boards	Advanced Notice Timescale (NEW)
Cycle ways			X	X	X	14 days
Footways: Prestige streets	X	X	X	X	X	21 days
Footways: Primary walking routes		X	X	X	X	21 days
Footways: Secondary walking routes		X	X		X	14 days

COMMUNICATIONS MATRIX

NON-SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Work to Community Councils (NEW)	Advanced Notice of Works Signs	Roadside Information Boards
Traffic sensitive streets: <i>Within prescribed hours</i>					X
Traffic sensitive streets: <i>Out-with prescribed hours</i>					X
Non-traffic sensitive streets					X

NON-SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Work to Community Councils (NEW)	Advanced Notice of Works Signs	Roadside Information Boards
Cycle ways					X
Footways:					X
<i>Prestige streets</i>					
Footways:					X
<i>Primary walking routes</i>					
<i>Footways: Secondary walking routes</i>					X

EDINBURGH ROADWORKS AHEAD AGREEMENT

PROCEDURES FOR MANAGING REQUIREMENTS

(A) A REDUCTION IN TRAFFIC CONGESTION CAUSED BY ROADWORKS OPERATIONS.

Prior to the commencement of any roadworks operation regarded as “significant”, a pre-start meeting must be held, within an agreed timescale to which Police Scotland (Traffic Management Division), and all affected Bus Operating Companies will be invited. The meeting will discuss and agree the temporary traffic management arrangements which will be designed to minimise disruption and congestion.

All Partners will comply with the Improved Communications Strategy.

The City of Edinburgh Council as Roads Authority will be notified of the following information in advance:

- The type of work being carried out;
- Details of traffic management proposals for the work being carried out;
- The proposed start date of the works; and
- The expected duration of the works and completion date must be agreed with the Roads Authority.

All Partners agree to share advanced details of the location and timing of their planned works in an agreed format to allow notification and discussion at the local co-ordination meetings.

(B) IMPROVED QUALITY OF REINSTATEMENT AND GENERAL WORKMANSHIP.

All Partners will undertake to operate a Quality Assurance System.

Regular audits will be carried out and reported upon to ensure compliance with Quality System requirements.

Site personnel will be trained and qualified to the required standards.

Site records will be completed to log all road work activities for roadworks defined as “significant”.

Site diaries may include comments on the following:

- Plant, labour & materials on site
- Traffic management evaluation
- Site safety evaluation
- Site cleanliness
- Damage to services

Quality Systems adopted will state the frequency for sampling and testing, including coring for all roadworks operations, defined as “significant”, to ensure that materials used in reinstatements are of adequate quality, are within specification and fit for purpose.

(C) IMPROVEMENT OF SERVICE PERFORMANCE.

The Partners will ensure that the agreed Performance Indicators are measured and reported, for all elements and stages of their roadworks operations.

The Partners will abide by the Roadworks Customer Charter and agree to attend regular meetings to discuss improved methods of working, material specifications, material testing results, quality audit results and the way forward for achieving continuous improvement.

They also agree to share information, and other relevant data, to enable the Performance Indicators to be kept up to date.

(D) IMPROVEMENT IN HEALTH AND SAFETY AT ROADWORKS.

The Partners agree to hold meetings between Health and Safety Managers or other responsible persons, when appropriate, to discuss site safety issues, staff training and qualification requirements.

The Partners agree to adopt procedures for the rapid resolution of issues of Health and Safety identified at road work sites. This will include recording of all incidents involving damage to persons or property caused, either directly or indirectly, by the roadworks operations.

(E) IMPROVEMENT OF OPERATIONAL PROCEDURES.

The Partners will ensure that the information provided on all notices, and responses to notices, placed on the Scottish Roadworks Register are correct and accurate, are provided timeously and are in accordance with the requirements of current legislation and the relevant Codes of Practice.

The Partners will co-operate to enable roadworks within the City of Edinburgh area to be co-ordinated and agree to the disclosure of all information to achieve this.

The Partners will provide details of their management structures and their associated responsibilities, including key staff changes, to ensure that these key individuals can be contacted and consulted when necessary.

In addition to the above, the Partners will share details of their operational staff structures, including contact names and telephone numbers. The information provided will be updated at the local RAUC meetings.

The Partners also agree, where appropriate, to encourage the use of new materials, processes and products that may result in cost savings and the reduction in construction times, environmental impact and disruption.

(F) COMPLAINTS AND OBSERVATIONS FROM CUSTOMERS (NEW PARAGRAPH ADDED)

Road and pavement users will be encouraged to report any observations and make complaints through the Clarence freephone number 0800 23 23 23.

The Partners agree to fully investigate, or take the necessary action to resolve and remedy complaints and observations from customers. The actions taken will be reported back to the complainant, if details are provided, stating the actions taken to resolve their complaint or observation.

(G) PORTABLE TRAFFIC SIGNALS (NEW PARAGRAPH ADDED)

Pedestrian crossings that have been switched off by either partner, to facilitate the safe undertaking of roadworks will consider the appropriate use of portable pedestrian crossing signals incorporating traffic control.

Sites where this is appropriate, and the duration of the works, prior to sanctioning these signals must be discussed in advance with the Council.

Where work with a duration of three days or less is scheduled, the Council will not require the installation of temporary pedestrian crossing lights. However, if the work on or near a crossing site cannot be repaired within three days, then portable pedestrian crossing lights require to be installed.

The safe passage of pedestrians should always be considered when deciding the appropriate traffic management for a site.

APPENDIX B

PREVIOUS EDINBURGH ROADWORKS AHEAD AGREEMENT

The City of Edinburgh Council and Public Utility Companies recognise the special status of the city as the Capital of Scotland, a major tourist destination and a World Heritage Site.

In recent years the City has been at the forefront of commercial development linked with a thriving business environment.

This is also associated with a demand for housing and retail support facilities, which has resulted in a need for an upgraded, reliable Utility infrastructure.

It is recognised that without the availability of secure networks of electricity, gas, telecommunications, water & drainage, major developments will not be readily attracted to the City of Edinburgh.

However it is equally important the road network is managed in an effective and efficient manner and the way in which Utility and other roadworks are co-ordinated with the City of Edinburgh Council's own works programmes, is a major element in achieving this aim.

Despite improvements in materials and installation technology, there is a recognition that most Utility installations are carried out by open track excavation.

The requirement to manage and co-ordinate roadworks, to reflect the special conditions in the City of Edinburgh and at the same time balance the needs of the public, customers and the future development of the city in a sustainable manner is essential.

The partners shall review the implemented procedures to ensure the impact on the public and other road users has been minimised through better planning and execution of roadworks.

Accordingly, the following commitments have been made by the signatories:-

(A) TO MINIMISE TRAFFIC CONGESTION AND THE IMPACT OF ROADWORKS TO THE PUBLIC BY IMPROVING COMMUNICATION AND CO-ORDINATION THROUGH :-

1. Improving communications and co-ordination between the Agreement Partners through regular meetings with individual Utility Companies, and improving procedures for informing the public where they may be affected by roadworks operations, and ensure there is sufficient information boards provided on site.
2. The implementation of the Improved Communications Strategy.

- 3 Demonstrating that all staff involved in roadworks operations have receive adequate training in the management and maintenance of roadworks sites to acceptable standards. **The Roadworks (Qualifications of Supervisors and Operatives)(Scotland) Regulations.**
- 4 An undertaking to supervise and monitor roadworks operations to ensure that all statutory and local requirements are being met and, to minimise the impact on road users by taking steps to maximise the productive hours available while traffic management is in place.
- 5 Ensuring roads are not occupied unnecessarily when works are not being undertaken and if there is a delay to completing the works then the road is returned to traffic temporarily whenever practical and safe to do so.

(B) TO IMPROVE THE QUALITY OF REINSTATEMENTS AND GENERAL WORKMANSHIP BY STRENGTHENING QUALITY ASSURANCE SYSTEMS, SUPERVISION ARRANGEMENTS AND MATERIAL QUALITY THROUGH:-

- 1 An undertaking to apply a Quality Assurance System that demonstrates a consistent approach of planning and execution of works which ensures the quality of materials and workmanship meet the required standards. Regular audits are carried out and that the records are available to the review team.
- 2 Ensuring that adequate supervision is provided for reinstatement works and staff are sufficiently trained and hold the appropriate level of recognised qualification.
- 3 Encouraging the use of new materials, products and processes that may provide a number of benefits being:
 - Reduced construction costs;
 - Reduced construction times;
 - Reduced disruption to traffic;
 - Reduced environmental impact;
 - Improved quality of reinstatements.
- 4 Ensuring traffic management, materials, workmanship and communications used in reinstatement works are of adequate quality, within specification and fit for purpose.
- 5 Ensuring all reported defects are dealt with appropriately and registered on the Street Works Register.

(C) TO IMPROVE SERVICE PERFORMANCE THROUGH THE INTRODUCTION AND MONITORING OF THE FOLLOWING PERFORMANCE INDICATORS:-

- 1 The percentage of cores sampled and tested that fully comply with the requirements of the current Specification.
- 2 The percentage of materials sampled and tested that fully comply with the relevant specification.
- 3 The percentage of sample inspections that fully comply with the requirements of the relevant Codes of Practice.
- 4 The percentage of correct notices issued.
- 5 The percentage of sites where the traffic management fully complies with the requirements of the Safety of Street Works and Roadworks Code of Practice.
- 6 The percentage of defects rectified within the specified timescale. (AMENDED)
- 7 The percentage of works that exceed the planned duration. (AMENDED)

(D) TO IMPROVE SAFETY AT ROADWORKS THROUGH THE IMPLEMENTATION OF A HEALTH & SAFETY PROTOCOL BY:-

- 1 Establishing closer working relationships between Health and Safety Managers / Professionals of the Agreement Partners.
- 2 Ensuring adequate supervision is provided at roadworks and that staff are sufficiently trained in this discipline and hold the appropriate recognised qualification.
- 3 Demonstrating that improvements to road safety are being achieved through effective planning and execution of roadworks operations.

(H) TO IMPROVE THE ARRANGEMENTS FOR THE EFFECTIVE CO-ORDINATION AND MANAGEMENT OF ROADWORKS THROUGHOUT THE CITY OF EDINBURGH AREA BY:-

- 1 Clearly defining the administrative and operational procedures for the exchange of accurate and reliable information.
- 2 Providing specific training for Operators of the SRWR electronic system, designers and works planners within the Agreement Partnership organisations, highlighting the importance and necessity for improving the quality, and accuracy of information provided on notices.
- 3 Identifying best and worst practice and disseminating information within the partnership to facilitate best practice.

- 4 Fully complying with the requirements of the relevant legislation and Codes of Practice with regards to notices.
- 5 Encouraging better co-operation to enable the Roadworks Authority to properly co-ordinate roadworks within the City of Edinburgh area and to ensure information is provided to achieve this.
- 6 An undertaking from the partners to notify each other promptly of changes to management structures or key staff, including operational responsibilities, names and contact phone numbers.
- 7 These structures will be reviewed, updated and distributed to the Agreement Partnership organisations at the local RAUC meetings.

(F) ESTABLISH A REVIEW TEAM TO PROVIDE REPORTS ON PROGRESS TOWARDS THE PARTNERSHIP'S STATED OBJECTIVE THROUGH:-

1. The development and implementation of a monthly team monitoring programme.
2. Providing data on performance, workmanship and quality required for Performance Indicators and test results and the sharing of information will greatly assist with progress towards achieving the Agreement objectives and will be used as a measure of the effectiveness of the Agreement partnership.
3. The working relationship between the Roadworks Authority and the Public Utility Companies is underpinned by the various documents listed below that encompass the current statutory requirements for all organisations involved in road and street works.
 - New Roads and Street Works Act 1991.
 - Transport (Scotland) Act 2005.
 - Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters.
 - Safety at Street Works and Roadworks – A Code of Practice.
 - Specification for the Reinstatement of openings in Highways – A Code of Practice.
 - Code of Practice for Inspections.
 - Measures Necessary Where Apparatus is affected by Major Works (Diversionary Works).
 - Best Practice in Street Works and Highway Works.

We the undersigned, on behalf of our organisations and companies, commit to the spirit of this Partnership Agreement:-

Organisation

Date

.....

Signature on behalf of -

The City of Edinburgh Council

.....

Signature on behalf of -

Cable & Wireless(UPDATED)

.....

Signature on behalf of -

Royal Mail

.....

Signature on behalf of -

Scotia Gas Networks

.....

Signature on behalf of -

Scottish Water

.....

Signature on behalf of -

Scottish Power Systems

.....

Signature on behalf of -

Thus (UPDATED)

.....

Signature on behalf of -

Virgin Media

.....

Signature on behalf of -

Openreach

EDINBURGH ROADWORKS AHEAD

ROADWORKS CUSTOMER CHARTER

- 1 The Agreement Partners' aim is to achieve Best Practice by means of a collective approach towards minimising the impact of roadworks on the general public and reducing delays and disruption.
- 2 The Agreement Partners' will aim to provide work of the highest quality at all times and will monitor the performance actually achieved.
- 3 Any planned roadworks, which are considered will cause significant delay and disruption or environmental impact on the community, will be given appropriate advanced publicity.
- 4 A Communications Strategy will be implemented to improve the information available to those both directly and indirectly affected by roadworks.
- 5 Any comments or complaints from the public will be fully investigated and responded to.
- 6 On major works a representative of the undertaker, or their agent or contractor, will be available to deal with all enquiries.
- 7 The Agreement Partners will monitor performance and publish an Annual Report.

EDINBURGH ROADWORKS AHEAD AGREEMENT

IMPROVED COMMUNICATIONS STRATEGY

The Edinburgh Roadworks Ahead Agreement stipulates that all partners are required to develop improved procedures for communicating with the members of the public that may be affected by their planned roadworks operations.

The level and extent of communication will be dependent on the size, extent and duration of the works and the impact they will have on road users, residents and frontages.

The attached matrix gives direction on the appropriate communications strategy to be adopted. These measures are based on the following two criteria, road hierarchy and significance of operation.

These criteria are defined as follows:-

1.0 ROAD HIERARCHY.

- 1.1 Traffic Sensitive Streets.
- 1.2 Traffic Sensitive Streets out with peak hours.
- 1.3 Non-Traffic Sensitive Streets.
- 1.4 Cycle ways.
- 1.5 Foot ways – Prestige streets e.g. Princes Street.
- 1.6 Footways – Primary walking routes, busy shopping centres and main routes linking interchanges between modes of transport.
- 1.7 Footways – Secondary walking routes.

2.0 SIGNIFICANCE OF OPERATIONS.

- 2.1 Any road closure.
- 2.2 Two-way traffic cannot be maintained, with the exception of one-way streets, and/or the numbers of lanes have been reduced.
- 2.3 Vehicle access to frontages or driveways cannot be maintained out with site working hours.
- 2.4 Pedestrian movements are disrupted such that access cannot be maintained to the frontages of properties or free passage is hindered out with site working hours.

INFORMATION TO BE PROVIDED

- 1 The organisation responsible for the works.
- 2 The reason for works.
- 3 A contact telephone number.
- 4 The estimated length of time of operation / restrictions. (REMOVED)

COMMUNICATIONS MATRIX

SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Works Signs	Roadside Information Boards
Traffic sensitive streets: <i>Within prescribed hours</i>	X	X	X	X
Traffic sensitive streets: <i>Out-with prescribed hours</i>		X	X	X
Non-traffic sensitive streets		X	X	X
Cycle ways			X	X
Footways: <i>Prestige streets</i>	X	X	X	X
Footways: <i>Primary walking routes</i>		X	X	X
Footways: <i>Secondary walking routes</i>		X		X

COMMUNICATIONS MATRIX

NON-SIGNIFICANT IMPACT	Media	Letter drop to frontages and residents directly and/or house to house where affected by works	Advanced Notice of Works Signs	Roadside Information Boards
Traffic sensitive streets: <i>Within prescribed hours</i>				X
Traffic sensitive streets: <i>Out-with prescribed hours</i>				X
Non-traffic sensitive streets				X
Cycle ways				X
Footways: <i>Prestige streets</i>				X
Footways: <i>Primary walking routes</i>				X
Footways: <i>Secondary walking routes</i>				X

EDINBURGH ROADWORKS AHEAD AGREEMENT PROCEDURES FOR MANAGING REQUIREMENTS

(A) A REDUCTION IN TRAFFIC CONGESTION CAUSED BY ROADWORKS OPERATIONS.

Prior to any roadworks operation regarded as “significant”, commencing on site, a pre-start meeting must be held, within an agreed timescale to which Lothian and Borders Police Traffic Management Division and all affected Bus Operating Companies will be invited. The meeting will discuss and agree the temporary traffic management arrangements which will be designed to minimise disruption and congestion.

All Partners will comply with the Improved Communications Strategy.

The Roadworks Authority will be notified of the following information in advance:

- The type of work being carried out; and
- Details of traffic management proposals for the work being carried out; and
- The proposed start date of the works; and
- The expected duration of the works and completion date is to be agreed with the Roads Authority.

All Partners agree to share advanced details of the location and timing of their planned works with each other in an agreed format to allow notification and discussion at the local co-ordination meetings.

(B) IMPROVED QUALITY OF REINSTATEMENT AND GENERAL WORKMANSHIP.

All Partners will undertake to operate a Quality Assurance System.

Regular audits will be carried out and reported upon to ensure compliance with Quality System requirements.

Site personnel will be trained and qualified to the required standards.

Site records will be completed to log all activities for roadworks defined as “significant”.

Site diaries may include comments on the following:

- Plant, labour & materials on site
- Traffic management evaluation
- Site safety evaluation
- Site cleanliness
- Damage to services

Quality Systems adopted will state the frequencies for sampling and testing, including coring, for all roadworks operations defined as “significant” to ensure that materials used in reinstatements are of adequate quality, within specification and fit for purpose.

(C) IMPROVEMENT OF SERVICE PERFORMANCE.

The Partners will ensure that the agreed Performance Indicators are measured and reported for all elements and stages of their roadworks operations.

The Partners will abide by the Roadworks Customer Charter and agree to attend regular meetings to discuss improved methods of working, material specifications, material testing results, report on quality audit results and the way forward for achieving continuous improvement.

They also agree to share information, and other relevant data, to enable the Performance Indicators to be kept up to date.

(D) IMPROVEMENT IN HEALTH AND SAFETY AT ROADWORKS.

The Partners agree to hold meetings between Health and Safety Managers or other responsible persons, when appropriate, to discuss site safety issues and staff training and qualification requirements.

The Partners agree to adopt procedures for the rapid resolution of issues of Health and Safety identified at roadworks sites. This will include recording of all incidents involving damage to persons or property caused either directly or indirectly by the roadworks operations.

(E) IMPROVEMENT OF OPERATIONAL PROCEDURES.

The Partners will ensure that the information provided on all notices, and responses to notices, is correct and accurate, is provided timeously and in accordance with the requirements of current legislation and relevant Codes of Practice.

The Partners will co-operate to enable roadworks within the City of Edinburgh area to be co-ordinated and agree to the disclosure of all information to achieve this.

The Partners will provide details to each other of their management structures, and associated responsibilities and will advise timeously of any key staff changes to ensure that these key individuals can be contacted and consulted when necessary.

In addition to the above, the Partners will provide each other with details of their operational staff structures with contact names and telephone numbers. The information provided will be updated at the local RAUC meetings.

The Partners also agree, where appropriate, to encourage the use of new materials, processes and products, that may result in cost savings, the reduction in construction times, environmental impact and disruption.

(F) THE REVIEW TEAM. (REMOVED)

A team will be formed from the partners on one full day a month to inspect and audit individual roadworks sites. The team will comprise of one roadworks authority representative and three Utility representatives and an invited member of the community. 'Live' sites will be randomly chosen from the 'Street Works Register' and visited by the team who will complete a 'Performance Monitor Form' which will address issues such as signing, safety, tidiness, quality of work and disruption to the public. Each site will be scored and these will be taken forward to overall scores for each road undertaker.

APPENDIX C

Community Council Comment	Response
<p>Stockbridge and Inverleith</p> <p>The agreement drawn up seems very sensible and it is high time that the waste of money and inconvenience caused by the lack of liaison between the utility companies etc was dealt with. However I am not sure an agreement of this sort will be sufficient - there needs to be some sort of sanction on companies that do bad work and cause unnecessary disruption - it probably needs to hurt them financially as well as making bad publicity for the company involved.</p>	<p>There are existing Fixed Penalties that can be imposed on Utilities for not complying with co-ordination requirements through the Scottish Roadworks Register. There are measures contained within Legislation that will be utilised to ensure compliance with co-ordination and specification.</p>
<p>Morningside Community Council</p> <p>I have read through the document and think it is extremely comprehensive - however a policy is only as good as its implementation and therefore in order to be effective, the monitoring process MUST be fully implemented.</p> <p>I also notice that no time limit is given on re-instatement defects (I realise that this may be indicated in one of the acts cited). I feel that a time should be included in the policy and that it should be long enough for any defects to show up. Perhaps the agencies should be required to post a bond which is retained for say 3 - 5 years and paid back after this time if all is well.</p>	<p>The implementation will be carried out by Roads teams within Transport and the Neighbourhood Areas.</p> <p>The time limit for correcting any defective reinstatement is contained within existing Legislation and cannot be changed within this agreement, however it is hoped that the repeat inspections (every 17 days), for which the Council can charge, will be minimised by the partner agreement.</p> <p>A consultation document was completed at the request of Transport Scotland, where a suggestion to extend the warranty period for defects was made.</p>

<p>Morningside Community Council cont.</p> <p>Thank you for circulating the draft “Edinburgh Roadworks Ahead Agreement”. On behalf of Morningside Community Council, I would like to commend the content. We particularly welcome the commitment to an improved communication strategy for those directly and indirectly affected by works. We hope that the Agreement will be fully implemented by all the signatories.</p>	<p>No comment required</p>
<p>Trinity Community Council</p> <p>While the document is full of good intentions, there is no mention of sanctions for default. This seems a serious omission which could well undermine the effectiveness of the Agreement</p> <p>it appears that monitoring will be undertaken by CEC officials and the utility partners – there is no provision for independent monitoring nor for online facilities to enable members of the public to log issues</p> <p>the specification of minor contact detail suggests a lack of good relationships for which rules-based procedures would offer a poor substitute</p>	<p>Sanctions already exist within Legislation and it is believed these are sufficient to manage non conformance.</p> <p>There will be further publicity regarding how our customers can report defects and particular Work that is being carried out in an unsafe manner. This agreement will be on the Councils web site for all to view. This agreement applies not only to Utility work but all work carried out on the roads and pavements.</p> <p>Members of the public will have an opportunity to report on this agreement through customer contact forms, survey and directly at meetings where representatives will be invited to attend.</p>
<p>Ratho & District Community Council</p> <p>Welcomes these proposals, particularly with a view to improving communications with road users.</p> <p>Adoption of paragraphs in (A) – ‘To Minimise Traffic Congestion ...’ Paragraphs 5, 6 and 7; would significantly reduce frustration of pedestrians and drivers but we have found that</p>	<p>The amended Communications Strategy should improve this.</p>

<p>communication with the public tends to be forgotten after the initial planning stage.</p> <p>The following minor amendments are suggested as an aid to clear communication:</p> <p>Front page of the ERWAA; Paragraph 7: “ to reflect the special condition in the City of Edinburgh including its rural areas...”</p> <p>The Customer Charter; Paragraph 4: “The Strategy will be written in Plain English and in standard typeface.”</p> <p>The Customer Charter; Paragraph 5: “responded to in an agreed timescale.”</p> <p>On the “Information to be provided” page; “The information provided will be written in Plain English and in clear typeface to allow access by partially sighted people.” (Equalities impact)</p> <p>In the Communications Matrix: Routes to Schools should receive its own place in the Communications Matrix.</p> <p>In the Communications Matrix: Community Councils should receive email advice about all proposed works. (This will allow them to provide information and possibly coordinate concerns, thereby lessening unnecessary correspondence with contractors.</p>	<p>“ .. Including its rural areas..” could be included within the paragraph however all areas are included in the City of Edinburgh Council without identifying one area over another or rural over urban areas.</p> <p>This will be communicated to all Partners as a requirement without the need to include it within the paragraph.</p> <p>Para 5 has been amended to state that comments or complaints will be responded to “within an appropriate timescale”.</p> <p>There are Codes of Practice and Specifications that require to be followed that dictate the type face and size of font for signs. These cannot be changed. However, the “information signs” that are supplementary to these can be developed in line with any Equalities requirements.</p> <p>Local Neighbourhoods and/or Community Councils would notify local schools affected by the works. Also, advance signage for proposed works would provide sufficient information.</p> <p>There are over 7500 openings by Utilities in each year. It is not possible, given the current staff resources, to notifying every item of proposed work. This type of communication is being considered as part of the current Transport Service Review.</p>
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<p>In "Procedures for Managing Requirements" part (F): An appropriate timescale should be included here.</p>	<p>Negotiations will be undertaken to determine a standard response time that can be met by all partners.</p>
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Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Subsidised Bus Service Contract: Ratho Village Service

Item number	7.5
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 Contract: Ratho Village Service

Summary

Options for a new subsidised bus service contract to serve Ratho Village are described and the cost implications discussed. A recommendation for the award of contract is made on the basis of available funding.

Reference is made to ongoing efforts to provide a public transport link to the Southside for residents of Dumbiedykes.

Recommendations

It is recommended that the Committee:

- 1 notes the intention to accept Lothian Buses Option 1 Alternative Tender at a cost of £5,100 per week (£265,200 *per annum*) to take effect from the commencement of Tram operations for a period of up to four years;
- 2 notes that alternative solutions for a public transport link for Dumbiedykes are still being explored by officials, and that should these negotiations be successful any solution will, after consultation with the Convener, be progressed by the Director of Services for Communities using delegated powers conferred by the Council's Contract Standing Orders.

Measures of success

Despite the uneconomic nature of the service for Ratho Village, it is valued by many sections of the community, particularly the elderly and those on low incomes, who would be otherwise disadvantaged by the lack of a public transport link to the wider network.

Financial impact

Acceptance of Lothian Buses Option 1 Alternative Tender will cost the Council £265,200 *per annum*, an increase of 36% over the present contract the current annual cost of which is £189,478. The shortfall of £75,722 will be met from the additional £120,000 of funding secured for the Subsidised Bus Services budget in financial year 2014/2015.

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 provision of a new public transport link for Ratho Village took place with Ratho Community Council representatives, and the standard options listed below reflect the Community Council's views and aspirations.

Background reading/external references

None.

Subsidised Bus Service Contracts

1. Background

- 1.1 The report describes the process and results of the tendering process for a Subsidised Bus Service for Ratho Village.
- 1.2 The report also notes ongoing efforts to establish a public transport link between Dumbiedykes and the Southside of the city centre.
- 1.3 Recommendations are made on the award of contract for the Ratho Village bus service.

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 Under this Framework, four standard options for the Ratho service were put out to tender through the Mini Competition mechanism. Tenderers were also given the opportunity to submit Alternative Tenders which might be advantageous to the Council financially or in other ways.
- 2.3 Three participants in the Framework submitted tenders, E&M Horsburgh, First Scotland East Ltd and Lothian Buses plc.
- 2.4 In total, 14 tenders were received, of which 10 were Standard Tenders and four were Alternative Tenders.
- 2.5 A brief description of the Standard Tender specifications appears below. Detailed timetables are set out in Appendix 1 to this report. Scores for both Standard and Alternative Tenders appear as Appendix 2 to the report.

Option 1 (Ratho - Ratho Station - Ingliston P&R – Gyle Centre)

30-minute frequency Monday to Saturday, 60-minute frequency on Sundays.

Option 2 (Ratho - Ratho Station - Ingliston P&R – Gyle Centre/Maybury - Drumbrae Rdbt – Haymarket - Waterloo Place)

30-minute frequency every day between Ratho and the Gyle Centre, with some peak-time journeys extending to the city centre, Monday to Saturday. 60-minute frequency on Sundays, Ratho - Gyle Centre only.

Option 3 (Ratho - Ratho Station - Maybury-Drumbrae Rdbt – Haymarket - Waterloo Place)

60-minute frequency every day between Ratho and the city centre.

Option 4 (Ratho - Ratho Station - Ingliston P&R – Gyle Centre - Edinburgh Park Station)

30-minute frequency Monday to Saturday between Ratho and Edinburgh Park Station via Gyle, 60-minute frequency on Sunday.

Alternative Tenders

- 2.6 Lothian Buses plc submitted Alternative Tenders for Options 1, 2 and 3.

Option 1 Alternative Tender

The route and 30-minute frequencies of the standard Option 1 are preserved, with minor modifications to the timing of evening journeys to permit operation by one vehicle, so reducing costs. Minor alterations to peak timings also feature to reflect expected passenger demand. This was offered at a weekly cost of £5,100 (£265,200 *per annum*).

Option 2 Alternative Tender

The route and 30-minute frequencies of the standard Option 2 are preserved, with modifications to the timetable to address inefficiencies and reduce the number of vehicles required. The number of return peak time journeys between Ratho and Waterloo Place is also reduced from five to three. This was offered at a weekly cost of £9,224 (£479,648 *per annum*).

Option 3 Alternative Tender

The 60-minute frequency of the standard Option 3 is preserved, and the route extended during the off-peak period, seven days per week to serve the Ratho Climbing Centre, via Wilkieston Road and Cliftonhall Road. This was offered at a weekly cost of £6,240 (£324,480 *per annum*).

First Scotland East Ltd submitted one Alternative Tender for Option 4. However, this was ruled an incompetent tender as it deviated fundamentally from the standard Option 4 specification in reducing the service frequency from 30-minutes to 60-minutes.

- 2.7 No Alternative Tenders were submitted by E&M Horsburgh.
- 2.8 The winning tender with an overall score of 85, was Lothian Buses Option 1 Alternative Tender, at a weekly cost of £5,100 (£265,200 *per annum*).

Public Transport Provision for Dumbiedykes

- 2.9 The initial tendering exercise for a potential Dumbiedykes public transport link, the results of which were reported to the Committee in January, showed that a stand-alone bus service for this purpose was unaffordable.
- 2.10 That being the case, officials are engaging in negotiations with operators participating in the Framework Agreement for the Supply of Local Bus services, aimed at extending or altering an existing or proposed commercial bus service to provide the desired public transport link for Dumbiedykes. It is hoped that these discussions will lead to a positive and affordable solution.

3. Recommendations

- 3.1 It is recommended that the Committee:
 - 3.1.1 notes the intention to accept Lothian Buses Option 1 Alternative Tender at a cost of £5,100 per week (£265,200 *per annum*) to take effect from the commencement of Tram operations for a period of up to four years; and
 - 3.1.2 notes that alternative solutions for a public transport link for Dumbiedykes are still being explored by officials, and that should these negotiations be successful any solution will, after consultation with the Convener, be progressed by the Director of Services for Communities using delegated powers conferred by the Council's Contract Standing Orders.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>P47 – Set up city-wide Transport Forum of experts and citizens to consider our modern transport needs.</p>
Council outcomes	<p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO10 – Improved health and reduced inequality.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities.</p> <p>SO2 – Edinburgh’s citizens experience improved health and wellbeing with reduced inequalities in health.</p>
Appendices	<p>Appendix 1: Standard Options: Ratho Bus Service</p> <p>Appendix 2: Tenders Received, Scores and Financial Implications.</p>

Appendix 1: Standard Options: Ratho Bus Service Option 1

Route

RATHO (HALLROFT PK), Wilkieston Rd, Main St, Baird Rd, Harvest Rd, Harvest Dr, Station Rd, A8, Newbridge Rdbt, A8, Eastfield Rd, Ingliston P&R, Eastfield Rd, A8, Glasgow Rd, South Gyle Broadway, **GYLE CENTRE**.

Return route is the reverse of the above except omitting Newbridge Rdbt.

Stopping Pattern

- All stops.

Monday to Friday

Hallcroft Pk	0556	0626	0656	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326
Ratho Stn	0604	0634	0704	0734	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334
Ingliston P&R	0615	0645	0715	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345
Gyle Centre	0623	0653	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353

Hallcroft Pk	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&R	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1423	1453	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0659	0729	0759	0829	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329
Ingliston P&R	0706	0736	0806	0836	0906	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336
Ratho Stn	0711	0741	0811	0841	0911	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341
Hallcroft Pk	0720	0750	0820	0850	0920	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350

Gyle Centre	1359	1429	1459	1529	1559	1629	1659	1729	1759	1829	1859	1929	2029	2129	2229	2329
Ingliston P&R	1406	1436	1506	1536	1606	1636	1706	1736	1806	1836	1906	1936	2036	2136	2236	2336
Ratho Stn	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	2041	2141	2241	2341
Hallcroft Pk	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2053	2150	2252	2352

Saturday

Hallcroft Pk	0626	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356
Ratho Stn	0634	0734	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404
Ingliston P&R	0645	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Gyle Centre	0653	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423

Hallcroft Pk	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&R	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1453	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0659	0759	0829	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359
Ingliston P&R	0706	0806	0836	0906	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406
Ratho Stn	0711	0811	0841	0911	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411
Hallcroft Pk	0720	0820	0850	0920	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420

Gyle Centre	1429	1459	1529	1559	1629	1659	1729	1759	1829	1859	1929	2029	2129	2229	2329
Ingliston P&R	1436	1506	1536	1606	1636	1706	1736	1806	1836	1906	1936	2036	2136	2236	2336
Ratho Stn	1441	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	2041	2141	2241	2341
Hallcroft Pk	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2053	2150	2252	2352

Appendix 1: Standard Options: Ratho Bus Service Option 1 (Contd.)

Sunday

Hallcroft Pk	0826	0926	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526
Ratho Stn	0834	0934	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534
Ingliston P&R	0845	0945	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545
Gyle Centre	0853	0953	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553

Hallcroft Pk	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&E	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0759	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459
Ingliston P&R	0806	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506
Ratho Stn	0811	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511
Hallcroft Pk	0820	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520

Gyle Centre	1529	1559	1629	1659	1729	1759	1829	1859	1929	2029	2129	2229	2329
Ingliston P&R	1536	1606	1636	1706	1736	1806	1836	1906	1936	2036	2136	2236	2336
Ratho Stn	1541	1611	1641	1711	1741	1811	1841	1911	1941	2041	2141	2241	2341
Hallcroft Pk	1550	1620	1650	1720	1750	1820	1850	1920	1950	2053	2150	2252	2352

Appendix 1: Standard Options: Ratho Bus Service Option 2

Weekday Peak Time Route

RATHO (HALLROFT PK), Wilkieston Rd, Main St, Baird Rd, Harvest Rd, Harvest Dr, Station Rd, A8, Newbridge Rdbt, A8, Eastfield Rd, Ingliston P&R, Eastfield Rd, A8, Glasgow Rd, St John's Rd, Corstorphine Rd, Roseburn Terrace, West Coates, Haymarket Terr, West Maitland St, Shandwick Pl, Princes St, **WATERLOO PLACE**.

Return route is the reverse of the above except omitting Newbridge Rdbt

Off-Peak Route

RATHO (HALLROFT PK), Wilkieston Rd, Main St, Baird Rd, Harvest Rd, Harvest Dr, Station Rd, A8, Newbridge Rdbt, A8, Eastfield Rd, Ingliston P&R, Eastfield Rd, A8, Glasgow Rd, South Gyle Broadway, **GYLE CENTRE**.

Return route is the reverse of the above except omitting Newbridge Rdbt

Stopping Pattern

- **Weekday Peak time journeys operate as limited stop between Maybury and Shandwick Place.**
- **Weekday Off-Peak and weekend journeys use all stops.**

Monday to Friday

Hallcroft Pk	0544	0644	0707	0742	0852	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356
Ratho Stn	0551	0652	0715	0750	0900	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404
Ingliston P&R	0558	0701	0725	0803	0913	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Gyle Centre	-	-	-	-	-	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423
Maybury	0602	0706	0730	0810	0918	-	-	-	-	-	-	-	-	-	-
Drumbrae Rdbt	0605	0709	0733	0814	0921	-	-	-	-	-	-	-	-	-	-
Haymarket	0614	0719	0744	0826	0932	-	-	-	-	-	-	-	-	-	-
Waterloo Pl	0624	0731	0758	0840	0945	-	-	-	-	-	-	-	-	-	-

Hallcroft Pk	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&R	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1453	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0659	0729	0759	0829	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329
Ingliston P&R	0706	0736	0806	0836	0906	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336
Ratho Stn	0711	0741	0811	0841	0911	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341
Hallcroft Pk	0720	0750	0820	0850	0920	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350

Waterloo Pl	-	-	-	-	-	1600	1642	1718	1745	1815	-	-	-	-	-
Haymarket	-	-	-	-	-	1650	1659	1735	1802	1829	-	-	-	-	-
Drumbrae Rdbt	-	-	-	-	-	1627	1711	1747	1814	1838	-	-	-	-	-
Maybury	-	-	-	-	-	1630	1714	1750	1817	1841	-	-	-	-	-
Gyle Centre	1359	1429	1459	1529	1559	-	-	-	-	-	1929	2029	2129	2229	2329
Ingliston P&R	1406	1436	1506	1536	1606	1636	1720	1756	1822	1846	1936	2036	2136	2236	2336
Ratho Stn	1411	1441	1511	1541	1611	1642	1726	1802	1827	1851	1941	2041	2141	2241	2341
Hallcroft Pk	1420	1450	1520	1550	1620	1651	1735	1811	1836	1900	1950	2053	2150	2252	2352

Appendix 1: Standard Options: Ratho Bus Service Option 2 (Contd).

Saturday

Hallcroft Pk	0644	0742	0852	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356
Ratho Stn	0652	0750	0900	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404
Ingliston P&R	0701	0803	0913	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Gyle Centre	-	-	-	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423
Maybury	0706	0810	0918	-	-	-	-	-	-	-	-	-	-
Drumbrae Rdbt	0709	0814	0921	-	-	-	-	-	-	-	-	-	-
Haymarket	0719	0826	0932	-	-	-	-	-	-	-	-	-	-
Waterloo Pl	0731	0840	0945	-	-	-	-	-	-	-	-	-	-

Hallcroft Pk	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&E	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1453	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0659	0729	0759	0829	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329
Ingliston P&R	0706	0736	0806	0836	0906	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336
Ratho Stn	0711	0741	0811	0841	0911	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341
Hallcroft Pk	0720	0750	0820	0850	0920	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350

Waterloo Pl	-	-	-	-	-	1600	1642	1718	1745	1815	-	-	-	-	-
Haymarket	-	-	-	-	-	1650	1659	1735	1802	1829	-	-	-	-	-
Drumbrae Rdbt	-	-	-	-	-	1627	1711	1747	1814	1838	-	-	-	-	-
Maybury	-	-	-	-	-	1630	1714	1750	1817	1841	-	-	-	-	-
Gyle Centre	1359	1429	1459	1529	1559	-	-	-	-	-	1929	2029	2129	2229	2329
Ingliston P&R	1406	1436	1506	1536	1606	1636	1720	1756	1822	1846	1936	2036	2136	2236	2336
Ratho Stn	1411	1441	1511	1541	1611	1642	1726	1802	1827	1851	1941	2041	2141	2241	2341
Hallcroft Pk	1420	1450	1520	1550	1620	1651	1735	1811	1836	1900	1950	2050	2150	2250	2350

Sunday

Hallcroft Pk	0826	0926	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456
Ratho Stn	0834	0934	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504
Ingliston P&R	0845	0945	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515
Gyle Centre	0853	0953	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523

Hallcroft Pk	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226	2326
Ratho Stn	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234	2334
Ingliston P&E	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245	2345
Gyle Centre	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253	2353

Gyle Centre	0759	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429
Ingliston P&R	0806	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436
Ratho Stn	0811	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441
Hallcroft Pk	0820	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450

Gyle Centre	1459	1529	1559	1629	1659	1729	1759	1829	1859	1929	2029	2129	2229	2329
Ingliston P&R	1506	1536	1606	1636	1706	1736	1806	1836	1906	1936	2036	2136	2236	2336
Ratho Stn	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	2041	2141	2241	2341
Hallcroft Pk	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2050	2150	2202	2350

Appendix 1: Standard Options: Ratho Bus Service Option 3

Route

RATHO (HALLROFT PK), Wilkieston Rd, Main St, Baird Rd, Harvest Rd, Harvest Dr, Station Rd, A8, Newbridge Rdbt, A8, Eastfield Rd, Ingliston P&R, Eastfield Rd, A8, Glasgow Rd, St John's Rd, Corstorphine Rd, Roseburn Terrace, West Coates, Haymarket Terr, West Maitland St, Shandwick Pl, Princes St, **WATERLOO PLACE**

Return route is the reverse of the above except omitting Newbridge Rdbt

Stopping Pattern

- **Weekday Peak time journeys operate as limited stop between Maybury and Shandwick Place.**
- **Weekday Off-Peak and weekend journeys use all stops.**

Monday to Friday

Hallcroft Pk	0556	0656	0756	0856	0956	1056	1156	1256	1356	1456
Ratho Stn	0608	0708	0808	0908	1008	1108	1208	1308	1408	1508
Maybury	0618	0718	0818	0918	1018	1118	1218	1318	1418	1518
Drumbrae Rdbt	0621	0721	0821	0921	1021	1121	1221	1321	1421	1521
Haymarket	0633	0733	0833	0933	1033	1133	1233	1333	1433	1533
Waterloo Pl	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545

Hallcroft Pk	1556	1656	1756	1856	1956	2056	2156	2256	2356
Ratho Stn	1608	1708	1808	1908	2008	2108	2208	2308	0008
Maybury	1618	1718	1818	1918	2018	2118	2218	2318	0018
Drumbrae Rdbt	1621	1721	1821	1921	2021	2121	2221	2321	0021
Haymarket	1633	1733	1833	1933	2033	2133	2233	2333	0033
Waterloo Pl	1645	1745	1845	1945	2045	2145	2245	2345	0045

Waterloo Pl	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600
Haymarket	0708	0808	0908	1008	1108	1208	1308	1408	1508	1608
Drumbrae Rdbt	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615
Maybury	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618
Ratho Stn	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628
Hallcroft Pk	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635

Waterloo Pl	1630	1700	1730	1800	1900	2000	2100	2200	2300
Haymarket	1638	1708	1738	1808	1908	2008	2108	2208	2308
Drumbrae Rdbt	1645	1715	1745	1815	1915	2015	2115	2215	2315
Maybury	1658	1718	1758	1818	1918	2018	2118	2218	2318
Ratho Stn	1708	1728	1808	1828	1928	2028	2128	2228	2328
Hallcroft Pk	1715	1735	1815	1835	1935	2035	2135	2235	2335

Appendix 1: Standard Options: Ratho Bus Service Option 3 (Contd.)

Saturday

Hallcroft Pk	0656	0756	0856	0956	1056	1156	1256	1356	1456
Ratho Stn	0708	0808	0908	1008	1108	1208	1308	1408	1508
Maybury	0718	0818	0918	1018	1118	1218	1318	1418	1518
Drumbrae Rdbt	0721	0821	0921	1021	1121	1221	1321	1421	1521
Haymarket	0733	0833	0933	1033	1133	1233	1333	1433	1533
Waterloo Pl	0745	0845	0945	1045	1145	1245	1345	1445	1545

Hallcroft Pk	1556	1656	1756	1856	1956	2056	2156	2256	2356
Ratho Stn	1608	1708	1808	1908	2008	2108	2208	2308	0008
Maybury	1618	1718	1818	1918	2018	2118	2218	2318	0018
Drumbrae Rdbt	1621	1721	1821	1921	2021	2121	2221	2321	0021
Haymarket	1633	1733	1833	1933	2033	2133	2233	2333	0033
Waterloo Pl	1645	1745	1845	1945	2045	2145	2245	2345	0045

Waterloo Pl	0800	0900	1000	1100	1200	1300	1400	1500
Haymarket	0808	0908	1008	1108	1208	1308	1408	1508
Drumbrae Rdbt	0815	0915	1015	1115	1215	1315	1415	1515
Maybury	0818	0918	1018	1118	1218	1318	1418	1518
Ratho Stn	0828	0928	1028	1128	1228	1328	1428	1528
Hallcroft Pk	0835	0935	1035	1135	1235	1335	1435	1535

Waterloo Pl	1600	1700	1800	1900	2000	2100	2200	2300
Haymarket	1608	1708	1808	1908	2008	2108	2208	2308
Drumbrae Rdbt	1615	1715	1815	1915	2015	2115	2215	2315
Maybury	1618	1718	1818	1918	2018	2118	2218	2318
Ratho Stn	1628	1728	1828	1928	2028	2128	2228	2328
Hallcroft Pk	1635	1735	1835	1935	2035	2135	2235	2335

Sunday

Hallcroft Pk	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056	2156	2256	2356
Ratho Stn	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008	2108	2208	2308	0008
Maybury	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218	2318	0018
Drumbrae Rdbt	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221	2321	0021
Haymarket	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2133	2233	2333	0033
Waterloo Pl	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945	2045	2145	2245	2345	0045

Waterloo Pl	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Haymarket	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008	2108	2208	2308
Drumbrae Rdbt	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115	2215	2315
Maybury	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218	2318
Ratho Stn	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028	2128	2228	2328
Hallcroft Pk	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035	2135	2235	2335

Appendix 1: Standard Options: Ratho Bus Service Option 4

Route

RATHO (HALLROFT PK), Wilkieston Rd, Main St, Baird Rd, Harvest Rd, Harvest Dr, Station Rd, A8, Newbridge Rdbt, A8, Eastfield Rd, Ingliston P&R, Eastfield Rd, A8, Glasgow Rd, South Gyle Broadway, Gyle Avenue, Gyle Centre, Gyle Avenue, Edinburgh Park, Lochside Crescent, Lochside Place, Lochside Court, **EDINBURGH PARK STATION**.

Return route is the reverse of the above except omitting Newbridge Rdbt.

Stopping Pattern

- All stops.

Monday to Friday

Hallcroft Pk	0556	0626	0656	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326
Ratho Stn	0604	0634	0704	0734	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334
Ingliston P&R	0615	0645	0715	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345
Gyle Centre	0623	0653	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353
Edinb Pk Stn	0627	0657	0727	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357

Hallcroft Pk	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226
Ratho Stn	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234
Ingliston P&R	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245
Gyle Centre	1423	1453	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253
Edinb Pk Stn	1427	1457	1527	1557	1627	1657	1727	1757	1827	1857	1927	1957	2027	2157	2257

Edinb Pk Stn	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Gyle Centre	0634	0704	0734	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404
Ingliston P&R	0641	0711	0741	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411
Ratho Stn	0646	0716	0746	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416
Hallcroft Pk	0654	0724	0754	0824	0854	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424

Edinb Pk Stn	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2100	2200	2300
Gyle Centre	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2004	2104	2204	2304
Ingliston P&R	1441	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	2011	2111	2211	2311
Ratho Stn	1446	1516	1546	1616	1646	1716	1746	1816	1846	1916	1946	2016	2116	2216	2316
Hallcroft Pk	1454	1524	1554	1624	1654	1724	1754	1824	1854	1924	1954	2024	2124	2224	2324

Appendix 1: Standard Options: Ratho Bus Service Option 4 (Contd.)

Saturday

Hallcroft Pk	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426
Ratho Stn	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434
Ingliston P&R	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
Gyle Centre	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453
Edinb Pk Stn	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457

Hallcroft Pk	1456	1526	1556	1626	1656	1726	1756	1826	1856	1926	2026	2126	2226
Ratho Stn	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2034	2134	2234
Ingliston P&E	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	2045	2145	2245
Gyle Centre	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	2053	2153	2253
Edinb Pk Stn	1527	1557	1627	1657	1727	1757	1827	1857	1927	1957	2027	2157	2257

Edinb Pk Stn	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500
Gyle Centre	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504
Ingliston P&R	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511
Ratho Stn	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516
Hallcroft Pk	0854	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524

Edinb Pk Stn	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2100	2200	2300
Gyle Centre	1534	1604	1634	1704	1734	1804	1834	1904	1934	2004	2104	2204	2304
Ingliston P&R	1541	1611	1641	1711	1741	1811	1841	1911	1941	2011	2111	2211	2311
Ratho Stn	1546	1616	1646	1716	1746	1816	1846	1916	1946	2016	2116	2216	2316
Hallcroft Pk	1554	1624	1654	1724	1754	1824	1854	1924	1954	2024	2124	2224	2324

Sunday

Hallcroft Pk	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056	2156	2256
Ratho Stn	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004	2104	2204	2304
Ingliston P&R	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115	2215	2315
Gyle Centre	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123	2223	2323
Edinb Pk Stn	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	2027	2127	2227	2327

Edinb Pk Stn	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230	2330
Gyle Centre	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034	2134	2234	2334
Ingliston P&R	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041	2141	2241	2341
Ratho Stn	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046	2146	2246	2346
Hallcroft Pk	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1954	2054	2154	2254	2354

Appendix 2: Tenders Received, Scores and Financial Implications

Tenderer	Tender	Cost/Quality Scores	Weekly Cost (£)	Annual Cost (£)	Cost over 4 Years (£)	% Multiplier Over Current Cost
E&M Horsburgh	Option 1	48.5	7,815	406,380	1,625,520	207%
E&M Horsburgh	Option 2	40.0	10,040	522,080	2,088,320	268%
E&M Horsburgh	Option 3	43.2	9,055	470,860	1,883,440	242%
E&M Horsburgh	Option 4	51.6	7,215	375,180	1,500,720	192%
First Scotland East Ltd	Option 1	62.5	8,170	424,840	1,699,360	218%
First Scotland East Ltd	Option 4	69.9	6,810	354,120	1,416,480	182%
Lothian Buses plc	Option 1	63.2	8,274	430,248	1,720,992	221%
Lothian Buses plc	Option 2	51.1	12,418	645,736	2,582,944	331%
Lothian Buses plc	Option 3	63.5	8,200	426,400	1,705,600	219%
Lothian Buses plc	Option 4	67.7	7,465	388,180	1,552,720	199%
Lothian Buses plc	Option 1 Alternative	85	5,100	265,200	1,060,800	136%
Lothian Buses plc	Option 2 Alternative	57.2	9,224	479,648	1,918,592	246%
Lothian Buses plc	Option 3 Alternative	76.5	6,240	324,480	1,297,920	166%

Note: The aim of the mini competition evaluation is to select the Tender which represents the best overall value for money. Scoring for Standard Options is based solely on price. Scoring for Alternative Tenders is based on 50% price and 50% on the answers to additional quality-orientated questions.

Transport and Environment Committee

10am, Tuesday, 18 March 2014

Post Tram Construction – Review of Traffic Management and Interfaces

Item number	7.6
Report number	
Wards	07 – Sighthill/Gorgie 10 – Meadows/Morningside 11 – City Centre

Links

Coalition pledges	P18 , P47
Council outcomes	CO9 , CO22
Single Outcome Agreement	SO1 , SO4

Mark Turley

Director of Services for Communities

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Post Tram Construction – Review of Traffic Management and Interfaces

Summary

This report considers the implications on pedestrian, cyclist and road traffic movements around the city now that construction works have been largely completed in respect of the Edinburgh Tram system. The INFRACO Contractor is finalising the delivery of the approved design along the route of the tram system and the Traffic Regulation Order arrangements supporting the tram are all in place. The programme, leading up to the commencement of tram passenger operations, will see an increasing number of trams operating within the city centre as part of the testing and commissioning phase during the first and second quarter of 2014.

Since removal of the tram construction related traffic diversions in October 2013, a number of consequential traffic management impacts have been noted. These have included the interface between taxis, cycles and tram tracks at Haymarket Junction. Although these have since been addressed, in recent weeks some emerging issues have become evident in areas beyond the direct curtilage of the tram route.

There is a requirement to undertake further investigation into these matters.

These can be broken down into the following component elements:

- 1 Short term measures to address immediate traffic management issues and clearance of temporary blocks, redundant traffic sign poles, all temporary traffic management measures and signage. These to be addressed prior to commencement of tram passenger services and which do not require amendments to the prevailing TRO arrangements;
- 2 Medium term measures, if required and relating to traffic management issues which may emerge following the introduction of tram services and which should be investigated following a period of operation; and

- 3 Edinburgh Trams Ltd has been confirmed as a transport authority under the New Roads and Streetworks Act (Scotland) 1991. As a transport authority, Edinburgh Trams will be consulted at an early stage within the statutory approval processes. This will afford the opportunity for consideration to be given to potential implications of development on tram operations.

Recommendations

It is recommended that the Committee:

- 1 notes the contents of this report;
- 2 notes the intention to enhance the directional signage advising traffic route choices around the city centre, specifically on Lothian Road, the West Approach Road, Haymarket, the West End and on Queensferry Road;
- 3 notes the intention to enhance and reinforce road markings and signage to regulate access to trams only at the junction of Princes Street with South St Andrew Street and at the junction of North St Andrew Street with York Place; and
- 4 agrees to allow a period of 12 months after commencement of tram passenger operations to monitor traffic movements around the city centre in order to identify emerging issues after this period and that a further report be submitted to Committee which assesses the situation and brings forward proposals as appropriate.

Measures of success

A reduction in peak period congestion at key intersections, improved accessibility and journey times between the areas to the south of the city centre, the West End and the A90.

Financial impact

The cost of the works in this report (£40,000) can be funded from the Roads and Transport revenue budget.

Equalities impact

An Equalities and Rights Impact Assessment is being undertaken in relation to the Edinburgh Tram project to ensure that as the implementation towards commencement of passenger services progresses the equality impact assessment is maintained. 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 Climate Change (Scotland) Act 2009. Relevant Council sustainable development policies have been taken into account and are noted under Background Reading reference.

The proposals outlined in this report will promote a reduction in carbon dioxide and nitrogen oxide emissions by reducing travel time and distance around the city centre and in so doing, increase the city's resilience to climate change impacts and promoting a sustainable Edinburgh. The reassignment of motorised traffic to appropriate signed routes will reduce the interaction of these vehicles with pedestrians and cyclists in other parts of the city centre, thus promoting personal wellbeing.

Consultation and engagement

This report is to be referred to relevant local neighbourhood partnerships, Police Scotland and Transport for Edinburgh.

An invitation to attend a briefing on the contents of the report was sent out to the City Centre Ward Councillors, Rankin, Mowat and Doran. The briefing was held on 12 March 2014.

Background reading/external references

Local Transport Strategy 2014-2019

Climate Change Framework

Sustainable Edinburgh 2020

Transport 2030 Vision

Post Tram Construction – Review of Traffic Management and Interfaces

1. Background

- 1.1 The scope of the tram construction contract was limited to those areas identified within the Edinburgh Tram Line One and Line Two Acts (2006). This defined a relatively narrow corridor within which the tram infrastructure construction has been accommodated.
- 1.2 This construction work, associated with the Edinburgh Tram System, was largely completed within the city centre during the latter part of 2013. This saw the re-opening of large sections of the city centre including Haymarket Junction, Shandwick Place and York Place which previously had been unavailable during the construction works.
- 1.3 Whilst the tram construction works were in place, traffic management arrangements were defined and governed by a series of Temporary Traffic Regulation Orders (TTROs) as set out in the Edinburgh Tram Acts. A wide range of temporary measures were applied across the city centre, including parking and loading restrictions, banned turns, the introduction of one-way systems, restricted access to certain vehicle types and changes to the traffic signal control systems. This included, at certain stages, some wide ranging diversions routes through and around the city centre.
- 1.4 Over the period of the tram works, trip making patterns and routeing across all modes of transport, within the broader city centre area, underwent several iterations as the traffic management arrangements were adjusted as the tram works progressed.

- 1.5 Since removal of these temporary traffic management arrangements on completion of the tram construction works, the prevailing pre-tram works Traffic Regulation Order (TRO) has been reinstated. Some routes used for diversions have therefore now reverted to the pre-tram TRO arrangements. This is a legal obligation on the Council. In addition to this, a series of tram specific TRO measures, required to operate the tram system, have been introduced (TRO1). These measures have been formalised and became operational from 31 January 2014.
- 1.6 Following the opening of the Haymarket Junction in October 2013, some immediate issues emerged relating to taxis over utilising the rank in front of the Haymarket Station. This led to cyclists being pushed towards the tram tracks at acute angles. A number of incidents with some cyclists falling from their bikes were reported. Steps were taken to resolve the situation, including additional road markings and signage for cyclists and the relocation of taxi rank provision around the station, in consultation with the taxi trade. This has been formalised through the Regulatory Committee process.
- 1.7 The programme leading up to the commencement of tram passenger operations will see an increasing number of trams operating within the city centre, as part of the testing and commissioning phase during the first and second quarter of 2014. It is considered prudent that the Council undertakes monitoring to assess behavioural impacts in relation to the trams themselves, pedestrians, cyclists and other road users.

2. Main report

- 2.1 In the three months since the removal of the temporary traffic management associated with tram, a number of issues have arisen both through monitoring of traffic movements and also via correspondence with local stakeholder groups and the general public.
- 2.2 A review of how people move and how goods are delivered around the city is recommended in view of the changes resulting from completion of the tram construction works.

2.3 This review can be split into the following elements:

- A final sweep of all areas affected by the temporary traffic management arrangements associated with the tram works is required to confirm removal of all unnecessary clutter and temporary street furniture – this includes all temporary traffic management, redundant traffic sign poles (eg adjacent to the Caledonian Hotel on Lothian Road), all concrete blocks and temporary diversion signage arrangements associated with the tram works which must be removed prior to passenger services.
- Supplementary short term measures to address immediate traffic management issues which may be addressed prior to commencement of tram passenger services and which do not require amendments to the prevailing TRO arrangements;
- Medium term measures, if required and relating to traffic management issues which may emerge following the introduction of tram services and which should be investigated following a period of operation.

2.4 Edinburgh Trams Ltd has been confirmed as a transport authority under the terms of the New Roads and Streetworks (Scotland) Act 1991. As a transport authority, Edinburgh Trams will be formally consulted at an early stage within the statutory approval processes. This will afford the opportunity for consideration to be given to potential implications of development on tram operations.

Prior to Tram Passenger Services

2.5 It should be noted that the tram infrastructure design has been approved by CEC as Roads Authority. It has also been subject to independent Road Safety Audit at design and post-construction stage.

2.6 However, since removal of the traffic management arrangements associated with the tram construction works, it has become evident that certain routes across the city are less accessible than they were prior to the tram works.

2.7 Therefore, a review of supplementary measures to enhance the trip making experience in and around the city centre is considered necessary.

2.8 In broad terms, this relate to the following routes:

- Routes northbound between Lothian Road and Queensferry Road/A90 (N);
- Access to the West End businesses from Lothian Road;
- Routes eastbound between Manor Place and Lothian Road;
- Routes southbound between the Dean Bridge and Lothian Road; and
- Access to the east side of St Andrew Square from Princes Street and York Place.

2.9 The cumulative effect of certain changes to previously permitted manoeuvres has resulted in apparent driver confusion and some illegal manoeuvres taking place in regard to the above routes. These are:

- The introduction of the tram infrastructure and reinstatement of the prevailing TRO has meant that the left turn(s) at the junction of Lothian Road with Shandwick Place and at the junction of North Charlotte Street with St Colme Street, are no longer available to all road users.
- The link between Hope Street/Charlotte Square and Queensferry Street is available for use by all road users in an eastbound direction, but only to service buses westbound. This is controlled by vehicle actuated traffic signals.
- Access to the east side of St Andrew Square for general traffic is via the north side of the Square. Access to and from both York Place and Princes Street is limited to trams only.

2.10 It is proposed that these routing issues will be resolved with the installation of enhanced signage directing drivers away from these critical areas, and via the most direct route available between the identified points.

2.11 A detailed road signage enhancement proposal has been designed in accordance with the requirements of the Traffic Signs Manual Chapter 3. This design proposal is set out in the plans contained in Appendix A.

2.12 The estimated cost of the works is £40,000 and this is to be funded within existing the existing Roads and Transport revenue budget. It is expected that installation will be in place prior to tram passenger operations.

Post Tram Passenger Services Monitoring

- 2.13 Tram movements within the city centre will become increasingly frequent during the testing and commissioning programme which is presently underway. This will afford pedestrians, cyclists, the travelling public and visitors to Edinburgh, the opportunity to acclimatise to the new mode of transport operating within the city.
- 2.14 Equally, the testing programme is focussed on providing Edinburgh Trams, as operator of the system, the opportunity to train the tram drivers and customer services staff to integrate safely with the other road users and to test thoroughly the systems associated with efficient tram operations prior to passenger services.
- 2.15 It is likely during the lead up to, and after commencement of passenger services, that some changes to the way that people and goods move around the city may emerge.
- 2.16 A period of settlement in relation to traffic and people movement can be expected in the months following tram operations, where the suitability of the prevailing traffic arrangements and routeing options can be determined in consultation with local stakeholders and members. An example of this would be a review of the potential to open up the right-turn from Queen Street into Dundas Street.
- 2.17 It should be noted that changes of this nature would require an amendment to the prevailing Traffic Regulation Order (TRO) arrangements, which would trigger a statutory process.
- 2.18 In terms of this, it is intended that the Council monitor transport movements in and around the city centre for a period of twelve months after commencement of tram passenger operations to allow conditions to normalise and settle, and to be representative of all seasonal weather conditions.
- 2.19 This aligns with recommendations set out in the 29 October 2013 Transport and Environment Committee Report entitled 'Building a Vision for the City Centre – Consultation Outcome' which committed the Council (under para 2.37) to undertake a monitoring and evaluation exercise which will include identifying, monitoring and evaluating passenger movements in the city centre.
- 2.20 It is recognised that, should some unforeseen safety critical issues emerge, these would need to be addressed by exception.

2.21 It is proposed that the form of monitoring to be undertaken would utilise a range of data sources, including but limited to:

- CCTV monitoring during critical peak periods at key junctions;
- queue and delay data extracted from the Urban Traffic Control (UTC) System;
- feedback on prevailing traffic conditions from Police Scotland, Edinburgh Trams and Lothian Buses and the relevant neighbourhood partnership teams, via the City Wide Traffic Management Group (CWTMG) and internal reporting processes within Services for Communities;
- the selected deployment of mobile traffic counting equipment on key links leading into and out of the city centre eg the A90, the A8, Queen Street, Lothian Road, Leith Walk, North Bridge and The Mound to establish and quantify changes in demand over time. A proposal for a set of monitoring sites is set out in Plan 2, Appendix A; and
- Co-ordination with the monitoring associated with the Experimental Traffic Regulation Order (ETRO) for George Street.

2.22 It is intended that the outcome of this monitoring process and any subsequent proposals would be set out in a future report to the Transport and Environment Committee in late 2015.

Co-ordination with Other Projects

2.23 Statutory liaison and co-ordination between the Planning Authority and the Roads Authority is an established process. Edinburgh Trams Ltd has been confirmed as a transport authority under the terms of the New Roads and Streetworks (Scotland) Act 1991. As a transport authority, Edinburgh Trams will be formally consulted at an early stage within the statutory approval processes. This will afford the opportunity for consideration to be given to potential implications of development on tram operations.

2.24 For imminent construction and committed projects, the Council established the CWTMG in 2010 to consider and co-ordinate the combined traffic impact of works across all neighbourhoods in the city. The group includes CEC Roads/Neighbourhoods, Police Scotland, Lothian Buses as well as Edinburgh Trams. As part of its role, the CWTMG will consider and review potential third party projects which could impact upon tram operations on an ongoing basis.

3. Recommendations

3.1 It is recommended that the Committee:

- 3.1.1 notes the contents of this report;
- 3.1.2 notes the intention to enhance the directional signage advising traffic route choices around the city centre, specifically on Lothian Road, the West Approach Road, Haymarket, the West End and on Queensferry Road;
- 3.1.3 notes the intention to enhance and reinforce road markings and signage to regulate access to trams only at the junction of Princes Street with South St Andrew Street and at the junction of North St Andrew Street with York Place; and
- 3.1.4 agrees to allow a period of 12 months after commencement of tram passenger operations to monitor traffic movements around the city centre in order to identify emerging issues after this period and that a further report be submitted to Committee which assesses the situation and brings forward proposals as appropriate.

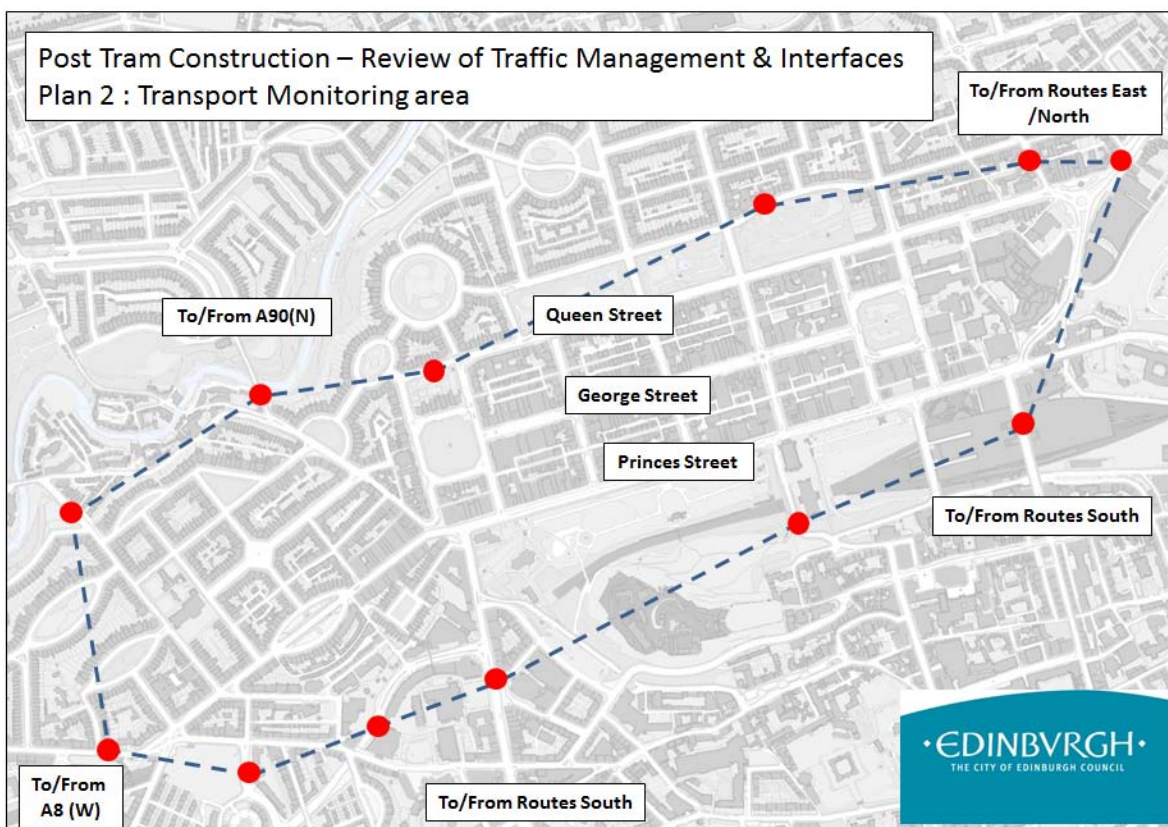
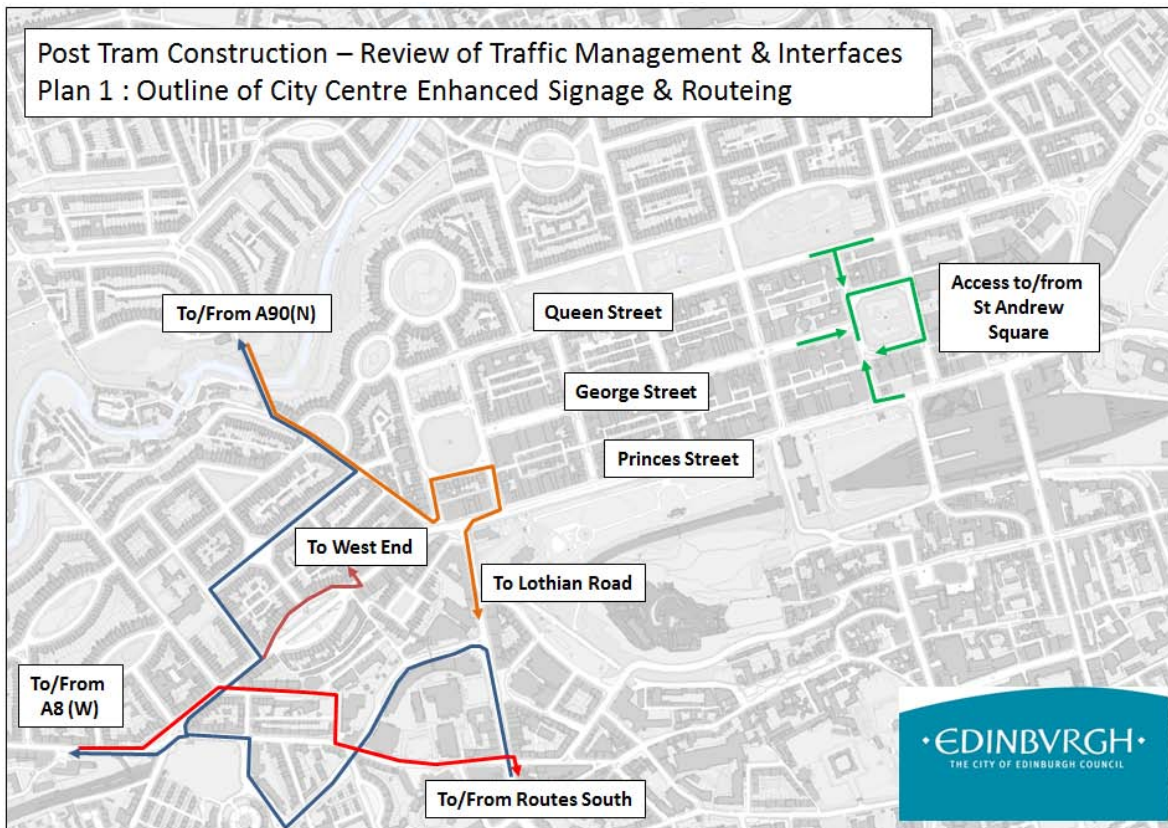
Mark Turley

Director of Services for Communities

Links

Coalition pledges	P18 – Complete the tram project in accordance with current plans P47 – Set up a 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 CO22 – Moving efficiently – Edinburgh has a healthy 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 SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Plan 1 - Outline of City Centre Enhanced Signage & Routeing

Appendix A



Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Enhancing Communal Recycling Services

Item number	7.7
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Enhancing Communal Recycling Services

Summary

The report outlines the challenges and opportunities associated with the provision of recycling facilities for people living in flats and tenements. It proposes piloting a number of changes aimed at enhancing recycling provision.

The report also proposes the commencement of a refurbishment programme to enhance and protect the assets provided for disposal of waste and recyclable materials.

Recommendations

It is recommended that Committee approves the development of the two pilots. The outcome will be reported to Committee after the pilots are completed.

It is recommended that Committee approves the proposed three year rolling programme of bin repair and refurbishment to improve the appearance of on-street bins.

Measures of success

The pilots will be deemed successful if:

- They encourage participation in recycling services; and
- They deliver a high level of customer satisfaction with the recycling and waste collections offered.

Financial impact

There are no significant resource requirements arising from the implementation of the pilots and any additional costs can be contained within existing recycling budgets.

The cost of the proposed bin refurbishment programme are estimated to be £200,000. The costs of this programme will be contained within the Waste Services budget for 2014/15 through re-allocating resources from elsewhere particularly from back office and management budgets. Capital investment of approximately £20,000 will also be required for specialist equipment and to make some adaptations at Powderhall to create a bin wash and refurbishment area that is compliant with Scottish Environment Protection Agency (SEPA) requirements. This capital investment will be funded from Waste Services capital budget for new bins.

Equalities impact

The Public Sector Equality Duty (PSED) general duties will be accommodated through the provision of a service which is easier to use, and by enhancing the access to recycling facilities for residents in the pilot areas.

Sustainability impact

The provisions of the Climate Change (Scotland) Act 2009, and the Waste (Scotland) Regulations 2013 would be met in the following ways:

- The provision of an enhanced recycling service will divert additional waste from landfill that will reduce the carbon impact of managing this waste;
- In particular, access for residents in flats in the pilot areas will receive enhanced services for the recycling of mixed plastics and glass; and
- The diversion of waste from landfill will ultimately provide wider environmental, social and economic benefits and so contribute to a sustainable development.

Consultation and engagement

The pilots outlined in this report take cognisance of feedback obtained by Zero Waste Scotland into attitudes to recycling among residents of tenement flats, and from the Council's own resident feedback.

Background reading / external references

1. [Recycling Redesign Research, Qualitative Research Findings. Progressive, carried out on behalf of Waste Services, April 2013.](#)
2. [Recycling Attitudinal Survey of Tenement Households, Exodus Research for Zero Waste Scotland, November/ December 2012.](#)
3. [Redesign of Recycling Report to the Transport and Environment Committee on 27 August 2013.](#)

Enhancing Communal Recycling Services

1. Background

- 1.1 This report outlines proposals to enhance recycling services for people living in tenements and flats who are served by on-street waste containers.
- 1.2 Approval is sought to develop two pilots to achieve the aims of making recycling easier to use and enhance the range of materials collected while achieving an improved balance between recycling and residual (mixed landfill waste) bins. These pilots will inform the development of strategy for recycling services in communal bin areas.
- 1.3 This year will see the roll out of an enhanced kerbside recycling service to replace the current blue/red box recycling service for low density properties. This will simplify the way the service operates and expand the range of materials collected. This service enhancement was approved by the Transport and Environment Committee in August 2013.
- 1.4 The report also outlined the opportunity to improve the services offered for tenements and flats by replacing the current arrangement of paper and packaging banks with a single bin collecting the majority of materials. These would be the same as those proposed for residents receiving the kerbside recycling service (paper, card, mixed plastics, cans, tins and foil). Glass, food and landfill waste would continue to be collected as separate streams. This would achieve an equality of service across low density and tenement properties in respect of the mix of materials collected. The initial costings for making these enhancements were high and Committee agreed to a further report looking at lower cost options for enhancing communal recycling provision

2. Main report

- 2.1 This report focuses on the services provided in “traditional” tenement areas where waste is collected in on-street communal bins and recycling points; there are fewer challenges in other types of developments where waste is collected from bin stores, car parks, etc. Lessons learned as a result of the proposed pilots will also be applied to these locations where it is appropriate to increase the range of materials that can be recycled.

Context

2.2 Providing a comprehensive recycling service for residents living in flats presents specific challenges:

- Lack of storage space for different streams, both in the home and externally;
- Competing pressures for space on the street itself (e.g. between bins, parking spaces and visual impact); and
- Communication in some areas, where residents may be frequently moving house or where English is not the main/first language.

2.3 In spite of these challenges, this Council has developed a comprehensive network of on-street recycling points in tenement areas with recycling points provided for mixed packaging, paper and food.

2.4 Historically, glass has been provided less frequently at on-street locations due to concerns over noise and broken glass. In recent years a number of mixed glass banks have been provided at locations in Leith and Newington which have demonstrated that glass banks can be sited on-street without these issues arising.

2.5 The provision of a comprehensive glass collection service is a requirement of the Waste (Scotland) Regulations. These sites demonstrate that there is an opportunity to considerably expand glass collections in areas served by communal recycling facilities across the city and result in a positive impact on recycling performance.

Public Consultation

2.6 Zero Waste Scotland carried out surveys of residents' attitudes to recycling in flats and tenement areas in Edinburgh, Glasgow, Dundee and Aberdeen . In addition, Edinburgh's Waste Services have also carried out surveys of residents in both kerbside recycling and communal bin areas. Both these pieces of research have helped shape the options for enhancing recycling provision.

2.7 The Zero Waste Scotland report concluded in general terms that there is a need for local facilities for tenements which are readily accessible, safe and easy to use. Residents need to be guided by clear information regarding the facilities and the materials accepted.

- The same barriers to recycling were identified across all four cities. Lack of understanding of where or how to recycle key materials (plastics were seen as a particular issue in Edinburgh, possibly because current services only collect plastic bottles and not other types of plastic);

- Issues with existing services such as lack of capacity for recycling versus landfill bins or recycling bins being full;
- Lack of access to facilities. Glass was identified as a particular concern in Edinburgh. Food was also highlighted, but this service has subsequently been rolled out to most flats; and
- Access and hygiene issues (often related to bin stores being poorly lit, but also regarding the condition of bins).

It also takes into account issues around the higher than average mobility of residents (i.e. the frequency of moving house) as well as language and gender.

- 2.8 Overall the report was reasonably positive regarding the services provided in Edinburgh and attitudes towards steps taken by the Council to encourage recycling were more positive compared to the other cities. For example in comparison to Aberdeen and Dundee, there were significantly less instances of recycling facilities being “too far away” being used as a reason for not recycling in Edinburgh. Also when asked whether Councils should provide an equivalent recycling service for residents who live in flats, the demand for better facilities appeared lower for Edinburgh. The report notes that this is likely to be because this Council already provides an established and widespread recycling service for flats.
- 2.9 One issue on which Edinburgh did not do so well was on access to glass recycling facilities. A high number of respondents (more than in the other three cities) cited a lack of facilities as a reason for not recycling glass.
- 2.10 The report suggests a demand for more bins and more information. Additional information from the Council is identified as an issue across all the four local authorities surveyed, and there is scope for a greater use of less traditional communication methods such as email and social media.
- 2.11 In Edinburgh there appeared to be some appetite among residents to reduce the capacity provided for general waste while maintaining or increasing capacity for recycling. This should be considered against the risk of additional waste dumping by people who do not recycle.
- 2.12 The main opportunities identified to increase recycling in tenements in Edinburgh included reducing the disposal of plastics to landfill, increasing awareness of how to recycle materials and providing information to households.
- 2.13 These results largely mirror the Council’s own research which suggested that there was a high level of awareness about on-street recycling bins, although some confusion around which materials can go in them (such as whether or not a jiffy bag is recyclable). The number of recycling bins was viewed as an issue, with bins filling quickly and items being left beside them.

- 2.14 There was a desire for more on-street glass bins, in spite of the potential for noise to be an issue, while residents requested that information on the bins should be as simple and clear as possible. There was some desire to know more about what happens to the materials collected, while the challenges of delivering information to flats was noted.
- 2.15 To summarise, there is a need to better balance the relative capacities of recycling versus landfill bins, to make the system as easy to use as possible, to improve access to glass recycling and to enhance communications. These are all in line with the Council's strategy.

Proposals for Pilots

- 2.16 It is proposed to develop two recycling pilots which seek to achieve these objectives. The aim will be to rebalance the capacity provided for recycling versus residual waste and to seek to better balance the walking distance to recycling points versus residual bins.
- 2.17 The following outlines the general principles which will be applied in each case. It is recognised that it may not be possible to directly swap one type of container for another in every case and that some sites may need to move.

Pilot 1

- 2.18 In this pilot, the mix of materials that can be placed in a recycling bin will be changed and simplified and glass recycling bins will also be provided. Currently there are two recycling bins in communal areas, one for paper and the other for 'packaging' (cardboard, cans, plastic bottles). It is proposed that these will be combined as one bin. Where possible the bin that was used for paper will be converted to a mixed glass bin. The general landfill waste and food waste provision will remain the same.

Pilot 2

- 2.19 This pilot will take place in areas where the large 3200 litre side-loading bins are currently used for residual/landfill waste. The mix of materials will be changed as in Pilot 1 but the capacity for recycling will be increased while the capacity for landfill waste will be reduced. The 3200 litre bin will be used to collect mixed dry recyclables while the smaller 1200 litre wheeled bin (which is currently used for packaging) will be used for residual/landfill waste. A separate bin for glass will also be provided. There will be no reduction in overall capacity and Waste Services will seek to take a pragmatic view to the split between the recycling and residual waste capacities to minimise the risk of fly-tipping. Close working with the relevant Neighbourhood will be critical to monitoring the impact of reducing capacity for residual waste.
- 2.20 Prior to each pilot commencing, there will be a period of monitoring how full each container is. This will provide a baseline against which the impact of the changes

on usage and volumes of recyclate can be measured. Regular checks will take place throughout the pilot period to establish how well used the recycling bins and to monitor any issues with side waste and fly-tipping. Local residents will also be surveyed to get their feedback on the pilot and find out whether it has led to them recycling more of their household waste.

- 2.21 The pilots will be developed in consultation with the relevant Neighbourhoods, as a mean of ensuring that sufficient capacity is provided. It is likely that support from Environmental Wardens may also be required during the pilots. In addition, a comprehensive community engagement package will be developed to support their introduction and improved information on what can be recycled in each bin or container will also be provided.
- 2.22 Subject to approval for the proposals, a project plan will be developed to outline the timescales for identification of the trial areas, a communication timeline, a 'go live' date, follow up consultation and monitoring. It is anticipated that the trials will be completed within the 2014/15 financial year with a view to informing a wider strategy to be implemented in subsequent financial years. The outcome of the pilots and recommendations on rolling out communal recycling enhancements will be reported to a future meeting of this Committee.

Communal Facilities – Refurbishment Programme

- 2.23 In addition to the pilots outlined above it is proposed to commence a refurbishment programme for on-street recycling and residual waste bins, and continuation of the programme of washing communal food waste bins.
- 2.24 There are in the region of 13,000 communal bins currently located on-street. It is proposed that a three year rolling programme is established to ensure all bins are adequately refurbished and repairs are carried out where necessary. A combination of internal resources and external refurbishment partners will be needed to deliver the programme. Ongoing repairs and small scale refurbishment are currently carried out internally whilst major refurbishment of a bin is undertaken by the bin manufacturer. Subject to the condition of the bin, this arrangement is proposed to continue. However the service provided by the in-house team will be enhanced to better address the cosmetic appearance of on-street bins and wash bins regularly where necessary.
- 2.25 While communal bins are being repaired or refurbished, it is our intention to take the opportunity to 'refresh' and replace the stickers on the bins. As part of the sticker refresh, we will take into account feedback outlined earlier in this report about clarity on what can or cannot be recycled.

Conclusion

- 2.26 While the Zero Waste Scotland report in particular recognises the measures the Council has already taken to provide equivalent recycling services across the city, it also highlights the opportunities to further improve this, particularly with

increased information, better balanced capacities for recyclable materials versus landfill waste and better glass recycling facilities.

- 2.27 The measures outlined in this report provide a cost effective mean of testing the efficiency of different approaches towards enhancing the range of recycling facilities for residents in tenemental and flatted properties prior to committing to a wider roll out.
- 2.28 The establishment of a regular programme of bin maintenance and refurbishment will also help to prevent the condition and look of communal recycling facilities becoming a disincentive to recycling by local residents.

3. Recommendations

- 3.1 Committee are recommended to:
1. Approve the development of the two pilots; the outcome of which will be reported to Committee after the pilots are completed.
 2. Note the proposed three year rolling programme of bin repair and refurbishment to improve the appearance of on-street bins.

Mark Turley

Director Services for Communities

Links

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

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Landfill and Recycling Update

Item number	7.8
Report number	
Wards	All

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Landfill and Recycling Update

Summary

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

The amount of waste sent to landfill continues to decrease with a reduction of 6425 tonnes (5.48%) in the period April 2013 and January 2014 compared to the same period for the previous year.

Based on tonnage data for the period ending January 2014 and taking into account seasonal factors, it is forecast that 130,824 tonnes will be sent to landfill this year - 6425 tonnes (4.7%) less than the previous year. It is anticipated that 86,076 tonnes of waste will be recycled in 2013/14 and that our year end recycling figure will be 39.5%.

The proportion of all waste (including street sweepings) recycled this year to date (April 13 – January 14) is 39.8% compared to 38.5% for the same period in 2012/13.

A range of public engagement work is ongoing to promote recycling which includes a door knocking campaign aimed at raising awareness of what food waste can be recycled is currently running until end of March 2014.

This report also includes an update on complaint numbers. In 2013/14 there have been on average 502 complaints per week. This is 29.5% less than the average number of complaints per week in 2012/13 (738 complaints per week). With around 300,000 collections, this equates to a weekly complaint rate of 0.17%. Waste Services are continuing to work hard to reduce the level of complaints further.

Recommendations

To note the contents of the report.

Measures of success

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

Financial impact

Although the projection for landfill to the year end exceeds the budget target, it is still a reduction of 4.7% compared to 2012/13 performance.

Based on figures up to January 2014, there is a budget pressure of £1.5m on the Landfill budget. This will be contained and met from within the overall Waste Services budget.

Equalities impact

The Council is meeting its public sector duty to advance equal opportunity for residents to recycle by using a range of communications methods. Written information is available through leaflets and electronic media. Road shows and door knocking visits provide face to face contact with residents and visits from recycling advisers are available on request. All material can be translated on request. Consultation was carried out via demographically representative focus groups and via on line and written questionnaires to ensure that a full and representative range of views were obtained. Assistance with the presentation of recycling and waste containers is available for those who require it to ensure everyone has access to these services. The above has ensured that information is available for all within the equality and rights framework.

Sustainability impact

Increased recycling will help to divert waste from landfill and support the achievement of greenhouse gas reduction targets.

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 what food waste can be recycled and how. The food waste campaign is continuing throughout February and March, and is supported by a series of events across the city.

This financial year, to date, 68,402 properties have been visited, with 27,758 residents being spoken to about recycling on their doorstep.

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 communication messages in future campaigns. A further questionnaire on attitudes to food waste recycling and communications was carried out in November and is helping to shape the current recycling campaign.

Background reading / external references

N/A

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 increasing recycling and reducing the amount of waste sent to landfill. 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.

2. Main report

Landfill

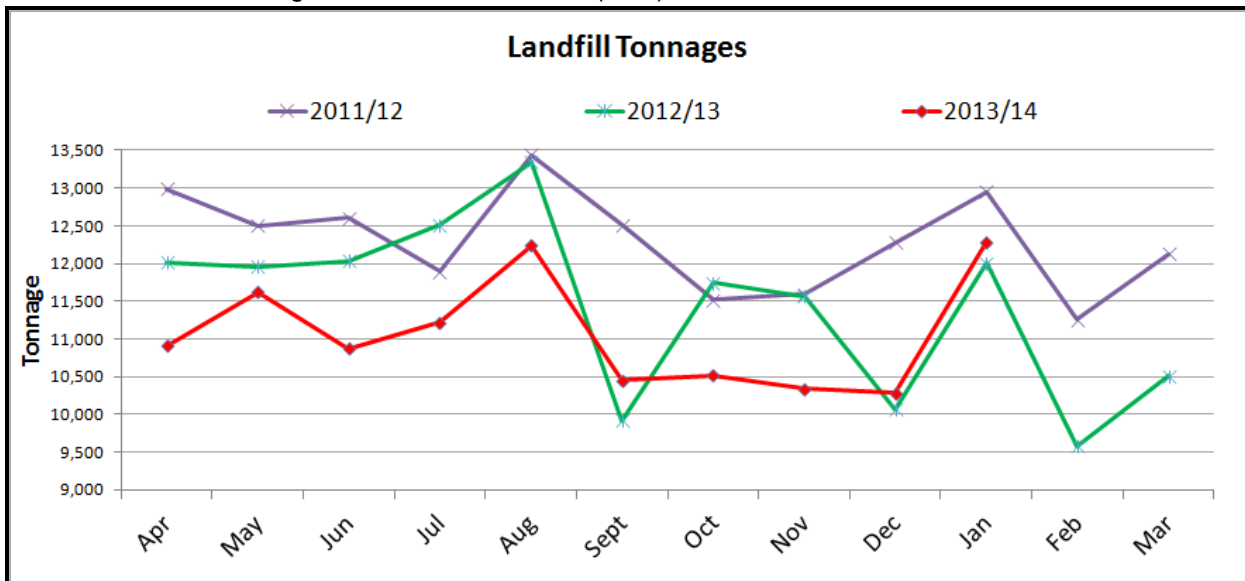
2.1 Landfill tonnage for 2013/14 (see Table 1 below) is 110,733 tonnes for the year to January 2014 - this is a reduction of 6425 tonnes (5.48%) on the same period in 2012/13.

2.2 The projection for landfill to the year end, taking into account seasonal fluctuations, is currently 130,824 tonnes. This represents a reduction of 4.7%, or 6,425 tonnes on the year 2012/13. With landfill costs of £100.34 per tonne, this reduction represents a saving of £664,684.

Table 1: Landfill Tonnes 13/14 & 12/13 YTD November 2013

	YTD January 2014	YTD January 2013	Difference		13/14 Target	13/14 Year End Forecast	12/13	Difference	
			Tonnes	%				Tonnes	%
Landfill	110,733	117,158	6425	5.48%	118,000	130,824	137,246	6,425	4.7%

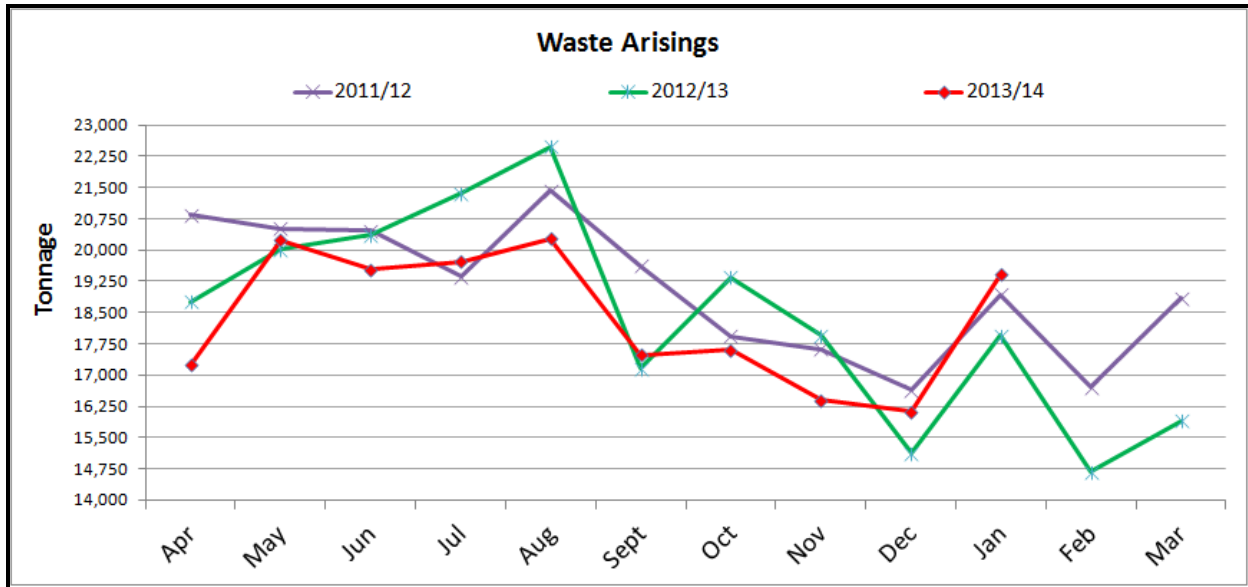
Chart 1: Landfill tonnages 11/12, 12/13 & 13/14 (YTD)



2.3 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 it a complex picture. The total amount of waste collected, the composition of that waste, as well as other seasonal factors, all impact upon performance. The total tonnage of waste has been falling each year (see Chart 2), with the amount of waste collected to January in 2013/14 being 3.4% less than for the same period last. 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.

Chart 2: Total Waste Tonnages 2011/12 – 2013/14



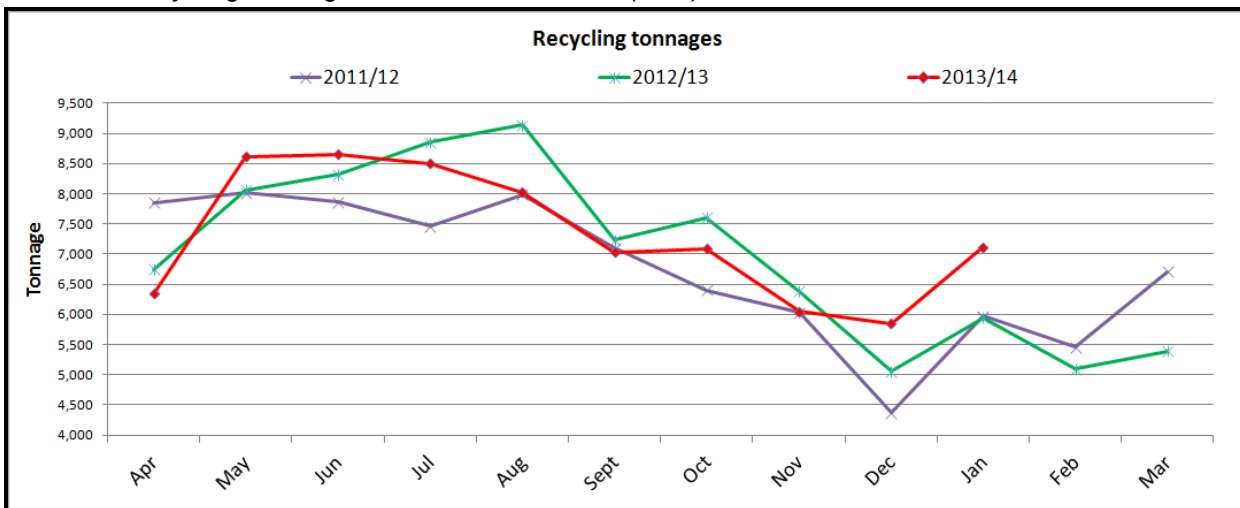
Recycling

2.4 The percentage of waste recycled (see table 3 below) including street sweepings between April 2013 and January 2014 is 39.8% compared to 38.5% 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 1.3% year to date.

Table 2: Percentage of waste recycled 2012/13 & 2013/14 YTD

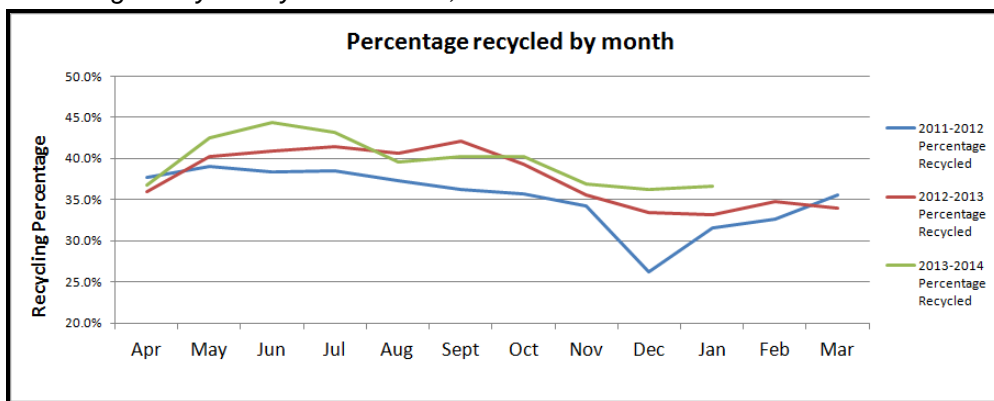
	YTD January 2014		YTD January 2013		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	73,291	39.8%	73,345	38.5%	-54	1.3%

Chart 3: Recycling Tonnes 11/12, 12/13 & 13/14 (YTD)



2.6 Chart 4 below shows the comparison of monthly recycling percentages for the last 3 years which shows that recycling percentages have shown significant improvement for most of 2013/14 to date.

Chart 4: Percentage Recycled by month 11/12, 12/13 and 13/14



2.7 The tonnage of kerbside box recycling for April 2013 to January 2014 combined is 12,376 tonnes, this is an increase of 510 tonnes (4.3%) on the corresponding period in 2012/13.

2.8 The tonnage collected through packaging banks and Community Recycling Centres (CRC) has also increased (see Table 4 below).

Table 3: Year to date recycling by scheme 2012/13 & 2013/14

Waste Stream	2013/14 (April-Jan)	2012/13 (April-Jan)	Difference
Kerbside Blue/Red Boxes	12,376	11,866	510
Kerbside Garden Waste	17894	18,722	-828
Food Waste	4292	3659	633
Recycling Banks (textiles, books, glass & paper banks)	5742	6576	-834
Packaging Banks (cardboard, plastics & cans)	2799	2471	328
Communal Paper Bins	1637	1577	60
Trade	4036	4119	-83
CRC	17345	15905	1440
Special Uplifts	2696	2705	-9
Street Sweepings	3848	5086	-1238

2.9 Based on performance to date in 2013/14, the current projected year end recycling rate (see Table 5 below) is 39.5%.

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%	86,076	39.5%	2241	1.3%

2.10 New contracts to extract recyclable material deposited in residual skips at the CRC sites, as well as waste obtained via manual street sweeping and the emptying of street litter bins, commenced in November 2013. Previously this waste was being sent to landfill. Since the contract commenced 1369 tonnes of waste has been diverted from landfill.

2.11 Following approval of the outline business case by this Committee on 27 August 2013, work is underway to implement a new redesigned kerbside recycling service which will generally replace the red and blue box scheme in a phased programme commencing summer 2014. It is anticipated that the new service will:

- Collect a wider range of materials;
- Require less separating of recyclables (excluding glass) into separate boxes; and
- Provide increased capacity.

It is estimated that these changes will lead to a 5% increase in the overall recycling rate in 2014/15.

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 is the subject of a separate report to this Committee. In the meantime, Waste Services have been making small scale improvements including new clearer labelling of recycling containers and providing new recycling banks in response to requests from elected members and local communities. Improvements to the maintenance and management of on street packaging and recycling banks and those at other locations such as supermarkets are also being drawn up.

Communication

2.13 A range of public engagement work is ongoing to promote changes in public behaviour to increase recycling and landfill diversion. This includes door knocking, improving and reviewing information provided on recycling services, engagement activity and promotional campaigns. A city-wide campaign to encourage food waste recycling is underway and will continue throughout March, promoting what food can be recycled and how.

2.14 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 – end of January 2014) 68,402 properties have been visited, with 27,758 residents being spoken to about recycling.

2.15 ARE, the successful Zero Waste food waste processing contractor, have offered to provide additional funding for the promotion of food waste and discussions are underway to agree the engagement of more recycling advisers to carry out additional door knocking.

Complaints

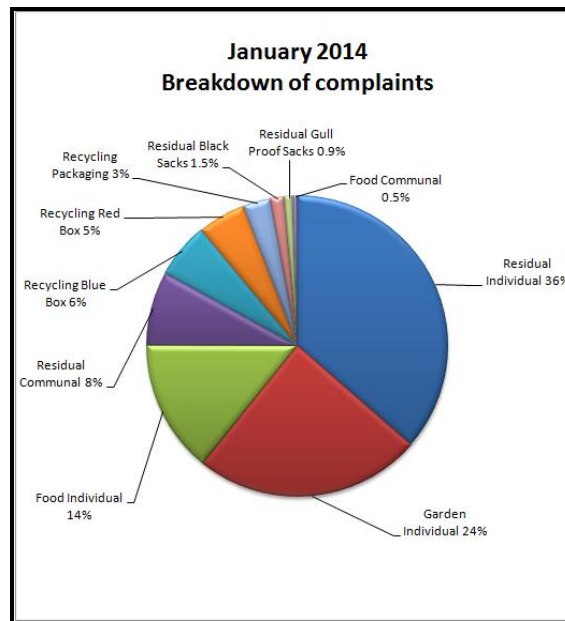
2.16 Weekly complaint numbers since 2011 are shown in Chart 5 below. The peak in complaints in September 2012 was associated with the implementation of new routes in refuse collection. Overall, there has been a downward trend in complaint numbers since then. It is worth noting when comparing complaint 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 up to 200,000 additional collections per week.

2.17 The service received 2,674 complaints in the month of January against a target of 1,632 (63.8% worse than target).

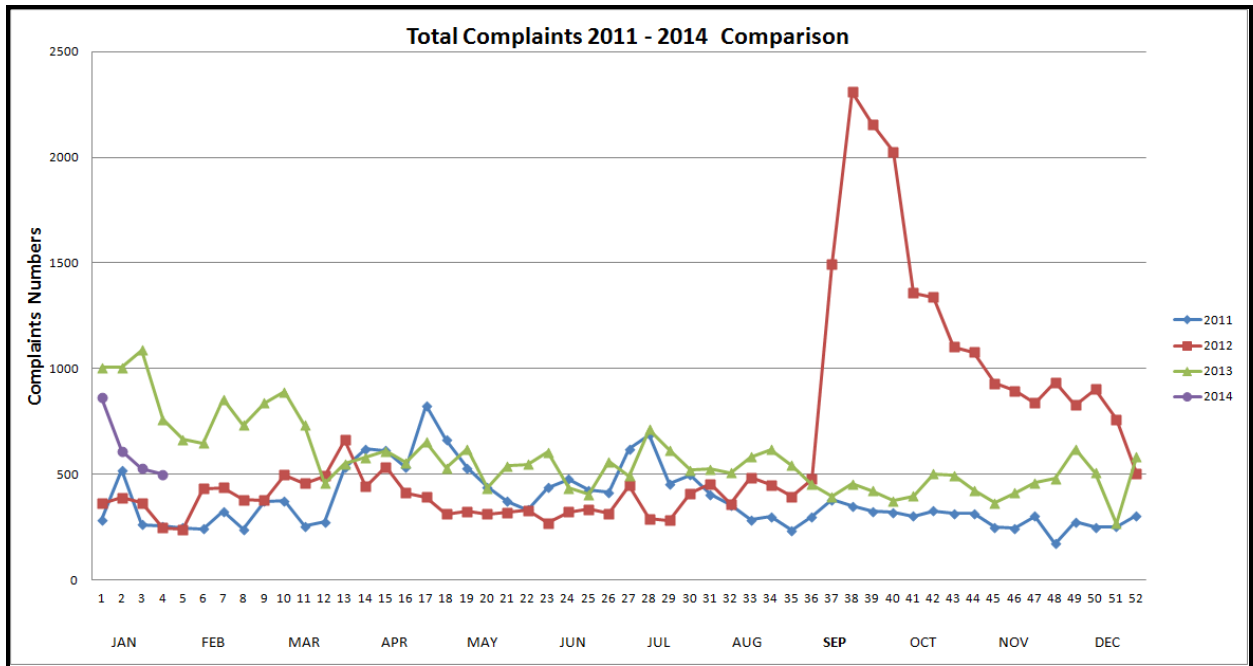
2.18 The majority of complaints in January were regarding residual refuse collections (36%). Chart 5 overleaf shows the full breakdown by service area. Missed collections are the subject of 93% of all complaints.

Chart 5: *Missed collection complaints – January 2014 by service*



2.19 Although the incidence of complaints is very small compared to the number of collections carried out (see Chart 6 below), it is acknowledged that there is never an acceptable level of complaints. Waste Services continue to work hard to reduce the number further. Rescheduled festive refuse collection arrangements contributed to the higher than usual number of complaints in January. The Service has held an initial review, with the aim of establishing best practice around the delivery of the festive service. When complete, lessons learned will be used to inform the delivery of the 2014/15 festive collections.

Chart 6: Total complaints per week January 2011 to January 2014



- 2.20 The Confirm On Demand environmental system went live in Waste Services and in the Contact Centre as scheduled on 16 December 2013. All enquiries, service requests and information requests are now being logged and progressed through the system. Assets are also being maintained using Confirm. In addition to Confirm On Demand, Confirm Connect (mobile technology) went live at Murrayburn – Community Waste Officers, Trade Waste Sales Advisors and Recycling Advisors are 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.
- 2.21 Phase II of the Confirm roll out (Confirm Connect) has now commenced and is being rolled out via a phased programme, with the crews who service the packaging banks currently trialling the system. We anticipate that all refuse collection crews will be undertaking their routine and ad hoc work using Confirm Connect by April 2014.
- 2.22 The introduction of Confirm On Demand, with the associated increase in customer information and accuracy, is allowing us to revise our policies to provide a more customer focused service. The first policy that has been considered is the way we manage repeat complaints. Previously, due to systems limitations, we were only able to report on repeat complaints at a street level, rather than a customer level. Following the introduction of Confirm On Demand, we have developed a customer focused procedure, whereby complaints are tracked at a household level, regardless of what refuse service the complaint is about. This allows us to better address the root cause that has

led a customer to complain. The policy, which is currently being developed and will be outlined in full in the next report, defines a repeat complaint as a customer having cause to complain about any aspect of our service in an 8 week period.

- 2.23 A programme of staff engagement and route reviews is underway to improve the reliability of collections and focus attention on a right first time approach. A more detailed analysis of complaints is also being undertaken so that more targeted action can be taken to reduce the numbers.

3. Recommendations

- 3.1 To note the contents of the report.

Mark Turley

Director of Services for Communities

Links

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

Appendix 1 – Communications Activity

Door Knocking

- This year to date (1 April 2013 end of January 2014, 68,402 properties have been visited, with face to face contact being made with 27,758 residents.
- 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 also concentrated on areas with the new communal service as this was rolled out.

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 and 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 from January to March 2014. There will also be a strong digital element to campaign as a 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 the campaign will be flexible enough to broaden out to include all forms of recycling whenever the opportunity arises.

A student campaign ran on 2 September, with a Facebook competition and a series of events throughout Freshers Week to highlight the recycling services. Additional events also took place in January attended mainly by international students. Further engagement work is planned in June to coincide with the end of term when extra waste is being produced as students move out of their accommodation.

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Cleanliness of the City

Item number	7.9
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO7 , CO19 , CO25 , CO26 and CO27
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Cleanliness of the City

Summary

In December 2013, Keep Scotland Beautiful (KSB) undertook the latest Cleanliness Index Monitoring (CIMS) assessment of Edinburgh's streets as part of their commission to carry out an independent assessment of street cleanliness.

In this assessment, the City of Edinburgh Council achieved a score of 71 with 95% of the streets surveyed achieving the nationally recognised standard of cleanliness. A total of 494 transects were surveyed. This shows there has been an improvement in seasonal cleanliness standards from December 2012 to December 2013. (See Appendix 1 - Edinburgh Street Cleanliness – CIMS score for details).

Five out of six neighbourhoods received a cleanliness score of 67 or above (City Centre and Leith missed this target by one cleanliness index point). Significant cleanliness improvements can be seen in the number of neighbourhoods which achieved the city wide street cleaning performance target of 72. In this assessment a total of four neighbourhoods achieved a result of above 72. The previous September result showed that a total of three neighbourhoods achieved this result compared to December 2012 where only one neighbourhood achieved this result.

Out of 17 wards only one did not meet the 67 target (Ward 11). Seven wards achieved a result of 72 or above with three wards missing this by one cleanliness point. Four out of six neighbourhoods achieved a result of 95% or above for streets meeting the acceptable standard of cleanliness. Ten wards achieved a result of 95% or above for the same standard (which is the same result as September 2013) - an increase in cleanliness standards from December 2012. (See Appendix 5 - Cleanliness by ward). A total of five wards achieved a result of 100% clean in this assessment.

Recommendations

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

Measures of success

To achieve a city wide CIMS score of 72.

Financial impact

There is no financial impact from this report.

Equalities impact

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

Sustainability impact

None.

Consultation and engagement

None.

Background reading / external references

www.keepsotlandbeautiful.org

Cleanliness of the City

1. Background

- 1.1 CIMS (Cleanliness Index Monitoring System) is the method used to assess street cleanliness. Keep Scotland Beautiful (KSB) manages the CIMS scheme nationally and carries out four assessments for the City of Edinburgh Council each year.
- 1.2 Each assessment is a snapshot of the cleanliness of the streets during the month. A 50 metre transect is surveyed from a random sample of 10% of the cities' 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. Grade 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' grade to 0 points for a 'D' grade. The transect scores for each 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 for CIMS of 72 with a secondary target of 95% of streets achieving an acceptable level of cleanliness.

2. Main report

2.1 Table 1

Neighbourhood December 2013 survey results.

Neighbourhood	CIMS Result	% Clean Result
City Centre & Leith	66	92
North	75	98
East	73	98
South West	74	97
South	68	92
West	73	98
Edinburgh	71	95

Cleanliness Standards

2.2 The overall results for this assessment are the best for any December assessment undertaken by Keep Scotland Beautiful since the introduction of CIMS assessments in 2007.

2.3 It is worth noting that the number of unacceptable transects from December 2012 to December 2013 has significantly improved. In December 2012 a total of 11 transects were noted as unacceptable and this assessment only showed a total of five. Further seasonal cleanliness improvements can be seen in the total number of grade 'D' transects recorded. During this assessment there were no 'D' grades recorded compared to the three 'D' grades recorded in December 2012.

Statistics for dog fouling remain the same as the previous assessment (4%) across the city. Detritus was noted throughout the assessment due to the high winds and leaf fall. This type of adverse quality indicator tends to be evident throughout the winter season. Task Force teams attempt to remove detritus including leaf fall as quickly as possible by way of mechanical and manual cleaning during the winter months.

Clean Up Edinburgh

- 2.3 The successful launch of the city wide litter campaign 'Clean Up Edinburgh' took place on 29 October in Inverleith Park. The launch was attended by Evening News and STV with interviews on Forth Radio, Real Radio and Call Kaye on BBC Radio Scotland. Pupils from nearby Flora Stevenson Primary School attended with representatives from Friends of Inverleith Park and Keep Scotland Beautiful.

Following on from the launch, a neighbourhood cleanup day took place on 29 November. This event saw more than 400 people involved in the day of action against litter. Events ranged from large scale park and woodland clean ups to smaller scale community back yard events.

Schools, volunteers, businesses, council employees and elected members came together to take part and support a variety of clean events in their local neighbourhood. All events were promoted and advertised through social media and Council web pages.

The success of this event is supported by the positive feedback received from schools, businesses and public from each local neighbourhood area. A tweet was sent out about the excellent work carried out by Hermitage Primary School pupils during the cleanup of Lochend Park. Edinburgh Capital Ice Hockey team offered the class free tickets to a game of their choice for their hard work.

Across the city, the launch of the 'Clean Up Edinburgh' campaign has attracted significant support from local volunteers with an ongoing commitment to continue to support the campaign and organise further cleanup events throughout the year.

City Centre and Leith Neighbourhood

CIMS 66 - 92% Clean

- 2.4 The City Centre and Leith Neighbourhood achieved a cleanliness index score of 66 with 92% of streets assessed as clean. Ward 11 (City Centre) failed to achieve the acceptable standard of cleanliness score whilst ward 12 (Leith Walk) and ward 13 (Leith) both achieved the acceptable standard of cleanliness score. A total of 86 streets were surveyed of which seven failed to meet the acceptable standard.

The December assessment falls during the busy Christmas shopping and winter festival events period when there are significantly higher volumes of pedestrian footfall, particularly within the City Centre ward. However; this survey shows a significant improvement from the previous December 2012 survey where City Centre and Leith scored a cleanliness index result of 63 with 83% of streets being assessed as clean. Increased barrow beats surrounding the winter festival

events at Princes Street, George Street and St Andrew Square have helped to quickly recover locations where cleanliness standards have fallen.

Ward 11 received a score of 64 with 90% of transects noted as clean. Four locations in this ward failed to meet the acceptable standard of cleanliness; Eglinton Crescent, Torphichen Place Lane, Lyons Close and Randolph Place. Both results are an improvement on the previous December results with the percentage of transects noted as clean has improved by 10% from the previous year.

Ward 12 (Leith Walk) scored 68 on the cleanliness index and 95% (same result as December 2012) of streets were assessed as clean. One location surveyed at Albert Street failed due to domestic waste accumulations around communal waste bins.

Ward 13 (Leith) scored 67 with 92% of streets assessed as clean. Two locations (Corunna Place and North Leith Mill) did not meet the acceptable standard of cleanliness due to accumulations of pedestrian and smoking related litter. Again, these results are an improvement from December 2012.

In November the City Centre and Leith Neighbourhood staff and volunteers helped to launch the 'Clean Up Edinburgh' campaign by carrying out targeted clean ups around key Council office buildings – Waverley Court, City Chambers, Cockburn Street and Leith Library/Neighbourhood office. Clean up events also took place at Calton Hill and Taylor Gardens. Throughout 2014 the Neighbourhood team will be encouraging residents and businesses to sign up to a commitment to assist in improving Edinburgh's cleanliness by supporting and participating in local community clean up days.

To further improve cleanliness within the Leith wards, a Cleaner Leith project team has been established, bringing together resources from the Neighbourhood and Waste Services. The project team will initially be focusing on bin provision – domestic, recycling and on-street litter bins to ensure these are better managed and maintained. While a bin audit is being carried out, the intention is also to identify other adverse environmental issues, such as graffiti, fly posting and fly tipping. Immediate action will be taken where necessary with the longer term aim of trying to stop issues at source and prevent them re-occurring. The project team will be engaging with a wide range of stakeholders including Leith Neighbourhood Partnership's, Cleaner Leith sub group. Progress reports on the teams' work will feature as updates at this Committee and through the Cleaner Leith Forum.

North Neighbourhood

CIMS 75 - 98% Clean

- 2.5 During this assessment the North Neighbourhood cleanliness index score of 75 shows a five point improvement from the previous September result and an eight point increase from the December 2012 result. The percentage of streets assessed as clean was 98%. A total of 63 streets were surveyed of which only one did not meet the acceptable standard of cleanliness.

Both ward 4 (Forth) and ward 5 (Inverleith) achieved a result of above 72. Ward 4 achieved a result of 79 and ward 5 a result of 73 which is a notable improvement on the previous September score of 68. Both wards also met the city wide Council target by achieving an overall result of 98% of streets assessed as clean. The percentage of streets noted as being clean in ward 4 was 100%. Results for the North Neighbourhood note an overall significant improvement from December 2012 and September 2013. (See Appendix 5 - Cleanliness by Ward for details).

Environmental Wardens continue to monitor and identify commercial and business premises to both, offer advice and to carry out appropriate enforcement measures in dealing with any waste spillages. Task Force teams have been monitoring both wards and have been dealing with unacceptable standards of cleanliness quickly while reporting related issues to appropriate teams.

A number of neighbourhood staff volunteered with street cleaning teams to organise a backyard clean up event in Crewe Road to support the 'Clean Up Edinburgh' campaign. During this event one tonne of rubbish was removed from the site. Positive feedback was received from local residents and it is hoped the results will show what impact a community clean up can have. The North Neighbourhood team are planning to hold further events to hold clean up events throughout 2014 in identified sites.

East Neighbourhood

CIMS 73 – 98% Clean

- 2.6 The East Neighbourhood received a cleanliness index score of 73 with 98% of streets noted as meeting the acceptable standard of cleanliness. This result is three index points higher than the previous September result and six index points higher than the December 2013 result. Percentage clean results have also improved from these previous assessments showing an overall increase in seasonal cleanliness standards. A total of 53 streets were surveyed during this assessment of which only one did not meet the acceptable standard of cleanliness. During December 2012 a total of 5 transects were noted as unacceptable.

Ward 14 (Craigtinny/Duddingston) saw an increase in its cleanliness index score and percentage clean result. The results for this assessment were a cleanliness index score of 71 with 96% of transects being noted as clean.

Ward 17 (Portobello and Craigmillar) improved by four cleanliness index points from September 2013. An impressive result of 74 with 100% clean was achieved in this area.

During the Neighbourhood 'Clean Up Edinburgh' campaign on the 29 November 2013 a variety of clean up events were organised. Staff from McDonalds restaurant alongside Park Rangers and Parks Development Officers carried out a litter pick on Seafield Recreation ground. The local McDonalds restaurant are very supportive of the campaign and are looking to join up with future events throughout the year. Approximately 30 staff volunteered from the East Neighbourhood Office, 10 children from the library, Park Rangers, Concierge, Task Force and the public helped clean the areas around the East Office on Niddrie Mains Road, Jewel Park and Hays Park. In the run up to the event, pupils from Hermitage Primary School litter picked Lochend Park, residents from Cairntows Travelling Peoples site cleaned up their surrounding area and staff from Tesco Bank litter picked Magdalene Glen. Members of the public commented on the excellent work done by all the volunteers.

The success of the events and the positive feedback has encouraged some local residents to organise their own event in 2014 with support from the East Neighbourhood.

South West Neighbourhood

CIMS 74 – 97% Clean

- 2.7 The South West Neighbourhood exceeded the city wide Council target of 72 in this assessment by achieving a cleanliness index result of 74. The percentage of streets assessed as being of an acceptable standard of cleanliness was 97%. A total of 105 streets were surveyed during this assessment.

Although this result is lower than the previous September result it does show an improvement on overall seasonal cleanliness standards from the assessment undertaken in December 2012. (See Appendix 4 - Cleanliness by Neighbourhood for details).

Three out of four wards met or exceeded the city wide cleanliness index target of 72 and the percentage of streets clean target of 95%. Two wards achieved a 100% clean result. (See Appendix - 5 Cleanliness by Ward for details).

Out of the 105 transects surveyed only three 'C' grades were noted. These grades were recorded on the first day of the South West assessment which took place in ward 9 (Fountainbridge/Craiglockhart) and which coincided with the start of a period of high winds.

Two of these grades related mainly to domestic waste spillage and one related to smoking litter. The domestic waste litter was caused by high winds blowing recycling material from uncovered recycling boxes. Only one transect noted a small presence of dog fouling. This is 1% lower than the previous assessment and illustrates continued effort being made by Environmental Wardens and Task Force Street Cleaning staff to target this issue.

Although the overall cleanliness index result of this assessment is six points lower than the index result for September 2013 (due to the lower percentage of 'A' grades), it should be noted that the percentage of 'A' grades received in the December 2013 assessment is the same as was received in the December 2012 assessment (13%).

Ward 7 (Sighthill/Gorgie) achieved a result of 72 with 100% of transects surveyed noted as clean. Prior to December's assessment, ward 7 had benefited from an increased monitoring and reporting presence from a wide range of neighbourhood staff which allowed a more co-ordinated approach to scheduled cleansing by Task Force staff for reported accumulations. This result has never previously been achieved in this ward since the introduction of CIMS.

The Lord Provost attended the South West Neighbourhood 'Clean Up Edinburgh' campaign on the 29 November 2013 around the Greenway area in Wester Hailes. Local school pupils from Canal View Primary and Sighthill Primary School joined in the event alongside neighbourhood staff including Environmental Wardens, Task Force and Waste Services who all contributed to removing litter from this site. The Neighbourhood Task Force also removed graffiti from this location and will continue to monitor this site. The South West will be planning a variety of clean up events in the Neighbourhood throughout 2014.

South Neighbourhood

CIMS 68 – 68% Clean

- 2.8 This assessment shows a decrease in score for the South Neighbourhood from 78 in September 2013 to 68 in December 2013. The percentage of streets noted as being of an acceptable standard of cleanliness has also decreased from 100% to 92%. A total of 91 streets were surveyed, seven of which were noted as being of an unacceptable standard of cleanliness.

All three wards achieved the national standard of cleanliness target by receiving a cleanliness index result of 67 or above. The overall lower result for this neighbourhood was due to the fewer number of 'A' grades recorded in this assessment from September 2013. Task Force street cleaning staff had been concentrating efforts in removing large accumulations of leaf fall from streets and open spaces. Winter detritus such as leaves can trap litter which is then removed during the leaf clearing programme.

The South Neighbourhood was surveyed during high winds when normal street cleaning operations were suspended to allow staff to deal with emergency issues such as fallen trees. This impacted on cleanliness standards as evidenced by the number of 'C' grades that were a result of windblown domestic litter from on street communal bins and residential recycling boxes.

During the 'Clean Up Edinburgh' campaign on the 29 November 2013 at Burdiehouse Burn approximately 1.5 tonnes of litter and other rubbish was collected with an impressive 100 volunteers turning up to support the event. Volunteers included local school pupils, neighbourhood staff and residents. Preparations for future local events are in place with potential clean up locations being requested.

West Neighbourhood

CIMS 73 – 98% Clean

The CIMS results for the West Neighbourhood assessment was 73, a one point decrease from the September 2013 result. The percentage of streets noted as being of an acceptable standard of cleanliness was 98%, only slightly 1% lower than the previous assessment. The results achieved in December 2013 are similar to the December 2012 score, although the percentage clean result has improved this year by 5%.

A total of 96 streets were surveyed of which, four, did not meet the acceptable level of cleanliness. Three of the 'C' grades recorded were found to be in ward 1 (Almond) and one in ward 6 (Corstorphine/Murrayfield).

All three wards exceeded the national standard of cleanliness index target of 67. Ward 1 achieved a result of 74 with 94% of streets noted as clean. Ward 3 (Drumbrae/Gyle) achieved an impressive result of 100% clean and ward 6 (Corstorphine/Murrayfield) achieved a cleanliness index score of 71 with 96% of streets clean. (See Appendix 5 - Cleanliness by ward for further details).

A cleanup event was organised on 29 November in Davidson's Mains Park to support the 'Clean Up Edinburgh' campaign. A total of 150 volunteers turned up to help collect 50 bags of rubbish. A further 20 volunteers from Friends of Davidson's Mains Park, the Friends of the River Almond Walkway, Royal High School and the West Neighbourhood Office staff took part in the afternoon to collect a further 15 bags of rubbish and uplift two discarded bicycles.

A competition to find the 'Fastest Litter Picker in the West' was held with 120 pupils of Davidson's Mains Primary School in the morning, each class worked hard to collect the greatest amount of litter from around the park. A number of positive comments were received following the event and many volunteers expressed a desire to help with future clean up events in the neighbourhood area in 2014.

3. Recommendations

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

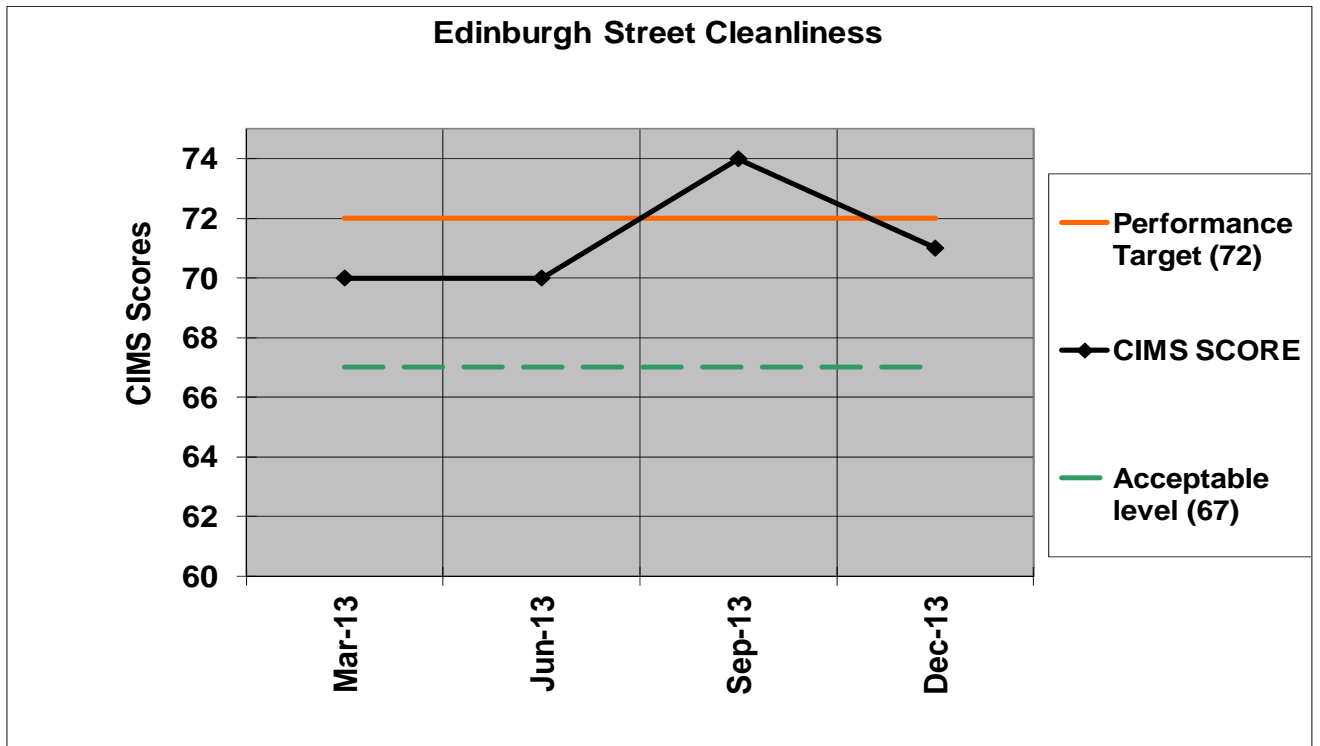
Mark Turley

Director of Services for Communities

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 Mar 13 - Dec 13. Appendix 2 - Percentage of Streets Clean Score Mar 13 - Dec 13. Appendix 3 - Cleanliness by Neighbourhood Area Mar 13 - Dec 13. Appendix 4 - Cleanliness by Neighbourhood Area Dec 12 - Dec 13. Appendix 5 - Cleanliness by Ward Dec 12 - Dec 13.

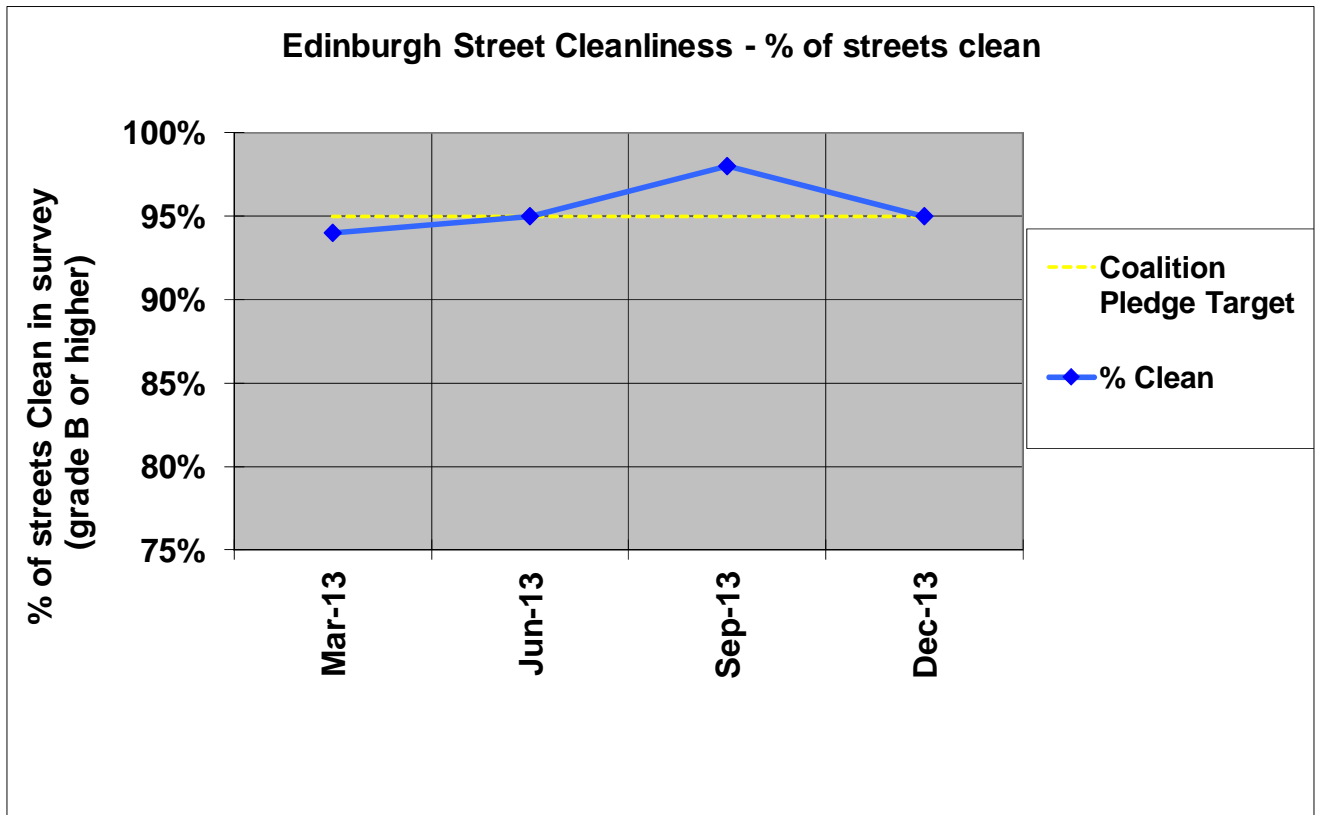
Appendix 1

Edinburgh Street Cleanliness – CIMS Score (Mar 13 – Dec 13)



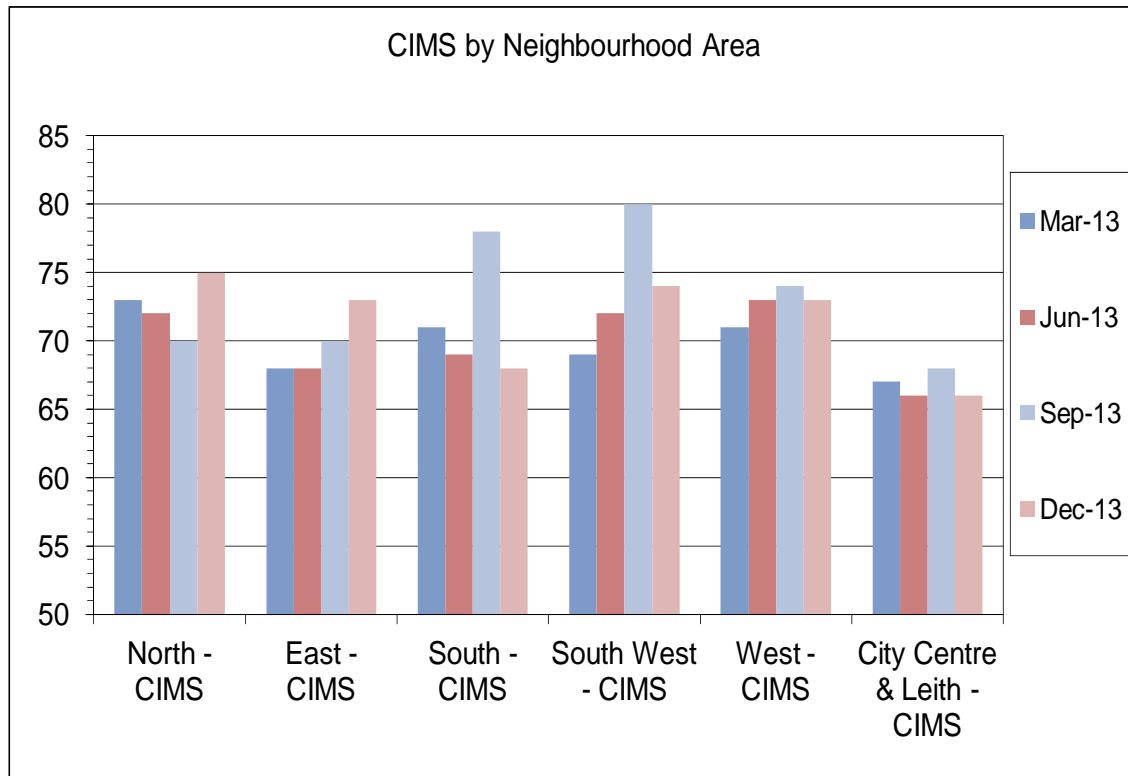
Appendix 2

Edinburgh Street Cleanliness - % Clean Score (Mar 13 – Dec 13)



Appendix 3

Cleanliness by Neighbourhood – CIMS (Mar 13 – Dec 13)



Appendix 4

Cleanliness by Neighbourhood area (Dec 12 – Dec 13)

Area	Dec-12	Dec-12	Sep-13	Sep-13	Dec-13	Dec-13	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
North	67	84%	70	94%	75	98%	↑	↑	↑	↑	Y
East	67	90%	70	95%	73	98%	↑	↑	↑	↑	Y
South	69	90%	78	100%	68	92%	↓	↓	↓	↑	N
South West	71	94%	80	98%	74	97%	↓	↓	↑	↑	Y
West	73	91%	74	99%	73	96%	↓	↓	→	↑	Y
City Centre	63	83%	68	94%	66	92%	↓	↓	↑	↑	N
CITYWIDE	69	89%	74	98%	71	95%	↓	↓	↑	↑	Y

Appendix 5

Cleanliness by Ward (Dec 12 – Dec 13)

Ward	Area	Dec-12	Dec-12	Sep-13	Sep-13	Dec-13	Dec-13	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
1. Almond	W	77	95%	77	100%	74	94%	↓	↓	↓	↓	N
2. Pentland Hills	SW	73	100%	76	97%	73	97%	↓	→	→	↓	Y
3. Drum Brae / Gyle	W	73	95%	73	96%	71	100%	↓	↓	↓	↑	Y
4. Forth	N	70	89%	68	96%	79	100%	↑	↑	↑	↑	Y
5. Inverleith	N	64	80%	72	92%	73	97%	↑	↑	↑	↑	Y
6. Corstorphine / Murrayfield	W	64	81%	71	100%	71	96%	→	↑	↑	↑	Y
7. Sighthill / Gorgie	SW	65	87%	70	96%	72	100%	↑	↑	↑	↑	Y
8. Colinton / Fairmilehead	SW	75	97%	91	100%	83	100%	↓	↑	↑	↑	Y
9. Fountainbridge / Craiglockhart	SW	70	85%	86	100%	69	91%	↓	↓	↓	↑	N
10. Meadows/ Morningside	S	69	97%	81	100%	69	93%	↓	→	→	↓	N
11. City Centre	CC	60	80%	70	93%	64	90%	↓	↓	↑	↑	N
12. Leith Walk	CC	72	95%	68	95%	68	95%	→	→	→	→	Y
13. Leith	CC	61	80%	67	96%	67	92%	→	↓	→	↑	N
14. Craigminty / Duddingston	E	65	88%	69	93%	71	96%	↑	↑	↑	↑	Y
15. Southside / Newington	S	67	82%	76	100%	67	90%	↓	↓	→	↑	N
16. Liberton / Gilmerton	S	70	89%	78	100%	68	94%	↓	↓	↓	↑	N
17. Portobello / Craigmillar	E	69	93%	70	96%	74	100%	↑	↑	↑	↑	Y
Overall		69	89%	74	98%	71	95%					

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Tackling Dog Fouling in Edinburgh

Item number	7.10
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO17
Single Outcome Agreement	SO4

Mark Turley

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Executive summary

Tackling Dog Fouling in Edinburgh

Summary

This report provides an update on the progress of pilot schemes and other initiatives used to tackle dog fouling in the city and addresses the outstanding remit to report back on the pilot schemes approved by the Transport and Environment Committee on 19 March 2013.

Recommendations

- 1 It is recommended that Committee:
 - a) note the content of this report;
 - b) agree to receive a further report on;
 - i. the implementation of the Pride Campaign after six months of operation, if funding is secured by Wastesites Scotland Limited; and
 - ii. other suitable dog fouling initiatives that can be implemented in Edinburgh; and
 - c) discharges the remit from the 19 March 2013 Transport and Environment Committee to receive a further report on the review of the pilot schemes after six months of operation.

Measures of success

- Reduction in dog fouling complaints.
- Improvement in the Cleanliness Index Monitoring System scores.
- Increased customer satisfaction.

Financial impact

The successful Forth Partnership Dog Fouling Campaign was delivered within existing local budgets for 2013/14.

The Green Dog Walkers (GDW) scheme license and starter packs were purchased centrally, within budget, and distributed to all six Neighbourhoods in June 2013. The total financial cost for this scheme for the 2013/14 period is £2,658.

Equalities impact

There is no relationship to the public sector general equality duty to the matters described in this report and no direct equalities impact arising from this report.

Sustainability impact

The measures outlined in this report contributed to help achieve a sustainable Edinburgh by promoting social cohesion and inclusion by encouraging a wider community response to dog fouling.

Consultation and engagement

The Forth Partnership Model utilises community engagement and feedback in identifying hotspot areas of dog fouling in Edinburgh. These areas are then targeted using a combination of education, awareness and enforcement over an agreed period of time to reduce dog fouling in these hotspots. To date there have been 14 specific operations across Edinburgh targeting identified hotspots since March 2013.

The GDW scheme relies on community engagement to adopt and progress the GDW Scheme in Edinburgh. The scheme was promoted at Residents Association meetings, Community Councils and events as well as through local media including the Evening News.

Tackling Dog Fouling in Edinburgh

1. Background

- 1.1 Dog fouling is a key issue in Edinburgh across every ward and is a priority for all Environmental Warden Teams. In response, to an increasing number of complaints, a report was submitted to the 19 March 2013 Transport and Environment Committee seeking permission to roll out an established successful dog fouling campaign and to pilot two other new and innovative approaches to tackle dog fouling in Edinburgh.
- 1.2 The recommendations in the report were approved by Committee and implemented over the spring/summer of 2013.

2. Main report

Forth Neighbourhood Partnership Model

- 2.1 The Forth Neighbourhood Partnership's Dog Fouling Campaign won an award for "PR on a shoestring" from the Chartered Institute of Public Relations in 2011. This campaign brought together a number of Council partners and agencies in a joint working taskforce and the successful promotional elements have now been rolled out and reproduced across all Neighbourhoods. In particular, pavement stencilling was used for areas where dog fouling had been identified. Hard hitting postcards, as attached in Appendix 1, were also used in a targeted approach in streets where dog fouling was deemed to be an issue and initiatives were arranged to focus on dog fouling. The scheme has proved popular with both residents and staff, and the model continues to be used for local initiatives across Edinburgh.

The Green Dog Walkers (GDW) Scheme

- 2.2 The GDW scheme was developed and implemented by Falkirk Council. The scheme is a non-confrontational, positive way to encourage changes in attitudes about dog fouling. Dog owners and dog walkers are encouraged to act as ambassadors for responsible dog ownership and are asked to 'pledge' to always:
 - Clean up after their dog.
 - Wear a GDW armband or put a GDW collar on their dog when walking their dog.
 - Carry extra dog waste bags.

- Be happy to be approached to 'lend' a dog waste bag to those without.
- 2.3 The GDW scheme license and promotional materials were purchased and distributed to all Neighbourhoods in June 2013. There was a formal launch in conjunction with the Edinburgh Evening News as well as local advertising and promotion at Neighbourhood offices, community meetings and events by local teams.
- 2.4 There are currently two established GDW groups in the East and the South Neighbourhoods. A further group based in the West Neighbourhood, is currently considering involvement.
- 2.5 Overall feedback on the GDW scheme indicates that the uptake has been low in Edinburgh, with a general consensus that it was a good concept but the local community would rather see enforcement and/or better cleansing of dog fouling. Members of the public generally are willing to take the promotional materials but do not wish to get involved, and also are not willing to take on the responsibility of having to cover future costs of setting up their own GDW scheme. The GDW license purchased for Edinburgh will not expire, and so the GDW scheme will continue to be available as a tool for local teams to encourage a community response to dog fouling in their neighbourhood.

Pride Campaign

- 2.6 The Pride ('Promoting Responsibility in Dog Exercise') campaign is a newly developed campaign originating in Edinburgh developed by Wastesites Limited. The project aimed to launch a 12 month pilot in Edinburgh in summer 2013, which included the upgrade and installation of 100 Pride bins across Edinburgh. These bins would have been provided by Pride, and funded through private sector sponsorship from suitable sponsors.
- 2.7 The Pride campaign developed by Wastesites Limited was due to launch in Edinburgh in spring/summer 2013 following Committee approval. Unfortunately sufficient funding was not secured from sponsors, although Wastesites Limited continues to seek secure funding for the 2014/15 financial year. To date this funding has not been confirmed and so the Pride Campaign is currently on hold until further notice.

Further Measures

- 2.8 The following additional measures were also employed to reduce dog fouling in Edinburgh.

'Dish the Dirt' dog fouling hotline

- 2.9 The Dish the Dirt campaign was a joint campaign between the Council and the Evening News featuring a dedicated dog fouling hotline. The campaign operated between 10 June 2013 and 18 November 2013 and aimed to raise awareness of dog fouling and its implications for communities in Edinburgh. The campaign encouraged members of the public to "Dish the Dirt", and provide information about irresponsible dog owners who do not pick up after their dogs. The scheme was publicised widely by the Evening News, as well as by the Council via

posters (Appendix 2) and other promotional material. A dedicated 0300 number was set up within the existing Contact Centre, which was a low cost number allowing anyone to phone and provide any information which could help to trace and tackle those owners who do not pick up after their dogs. In total the dog fouling hotline received a total of 603 calls during its lifespan.

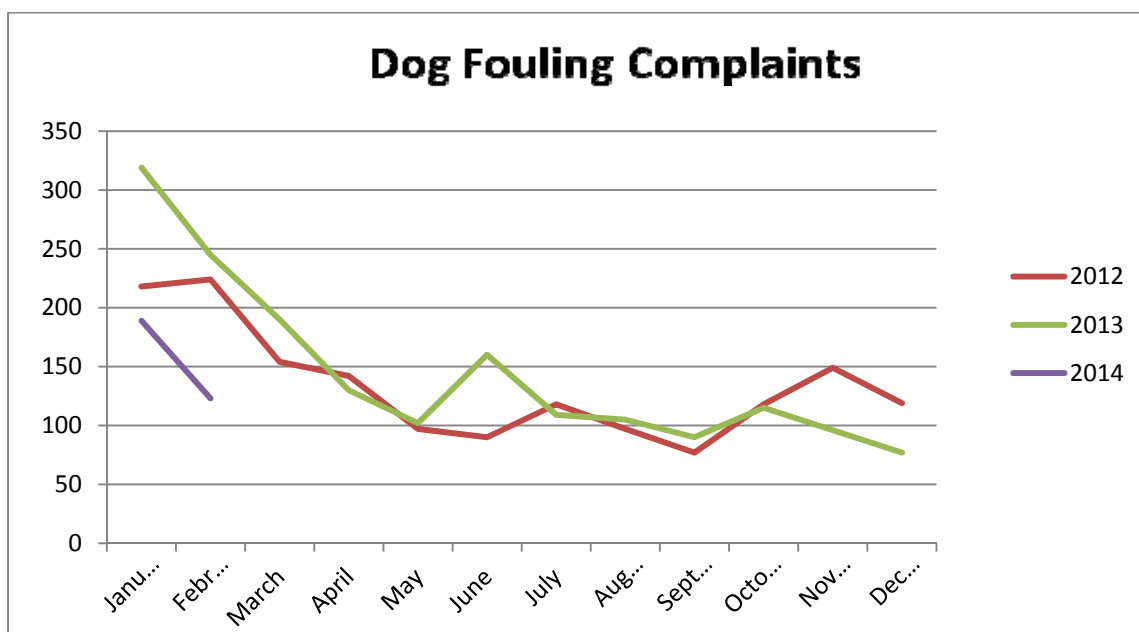
Feedback from the implementation of the hotline was that the dedicated line was perceived to be popular with the public, however the quality of the information reported was no more accurate than already reported over the 529 3030 number already in use.

- 2.10 The Edinburgh Wardens were introduced as a temporary pilot scheme in July 2013 and are an additional team of Environmental Wardens with a specific remit concentrating on littering and dog fouling. The intention of the team was to contribute to an increase in the Cleanliness Index Monitoring System (CIMS) scores across the neighbourhoods and to reduce the amount of waste going to landfill. To date the Edinburgh Wardens have issued over 1,000 fixed penalty notices (FPN's) since implementation. The majority of FPN's issued by this team have been for littering offences

Measures of Success

Dog Fouling Complaints

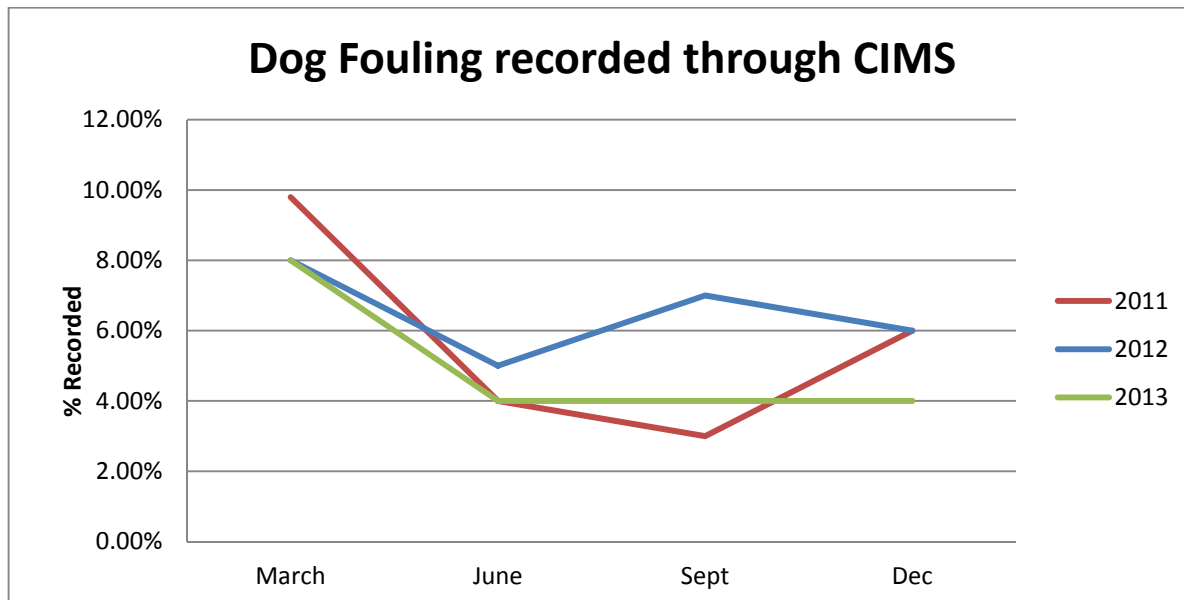
- 2.11 Below is a comparison of the number dog fouling complaints received by the Council by calendar year for 2012 and 2013.



- 2.12 It should be noted that the Dish the Dirt Campaign launched in June 2013, which encouraged the public to report dog fouling, accounts for the large spike in June. The overall trend is decreasing. The latest comparison figures show a reduction in dog fouling complaints of over 50% against the same period in 2012 and a 40% reduction in January 2014 compared to January 2013. This reduction in complaints is a continuing trend in February 2014 .

CIMS

- 2.13 The CIMS is the method used to assess street cleanliness. Keep Scotland Beautiful (KSB) manages the CIMS scheme nationally and carries out four assessments for the Council each year.
- 2.14 The latest CIMS scores are presented in full to this Committee in a separate report.



- 2.15 The CIMS records if dog fouling is present within the selected sample areas. The results for the last three years are shown above and show a decrease in dog fouling.

3. Recommendations

- 3.1 It is recommended that Committee:
- a) note the content of this report;
 - b) agrees to receive a further report on;
 - i. the implementation of the Pride Campaign after six months of operation, if funding is secured by Wastesites Scotland Limited; and
 - ii. other suitable dog fouling initiatives that can be implemented in Edinburgh; and
 - c) discharges the remit from the 19 March 2013 Transport and Environment Committee to receive a further report on the review of the pilot schemes after six months of operation.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive
Council outcomes	CO17 - Clean - Edinburgh's streets and open spaces are clean and free of litter and graffiti
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Forth Neighbourhood Partnership Model publicity materials Appendix 2 - "Dish the Dirt" poster

Appendix 1 - Forth Neighbourhood Partnership Model publicity materials

Dog Fouling Pavement Stencil



Dog Fouling Postcard



• EDINBURGH •
YOUR COUNCIL - YOUR CITY



Edinburgh News EVENING
DISH THE DIRT

**Shop lazy dog owners who
let their pets foul the streets**

Call Buster on 0300 4563476

Hotline open Monday to Friday 8am – 8pm

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Increase in Littering and Flytipping Fixed Penalty Notice Amounts

Item number	7.11
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO17 CO19
Single Outcome Agreement	SOA4

Mark Turley

Director of Services for Communities

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Executive summary

Increase in Littering and Flytipping Fixed Penalty Notice Amounts

Summary

Following the recent Scottish Governments National Litter Consultation, the prescribed amounts for litter and flytipping Fixed Penalty Notices (FPN's) will increase on 1 April 2014 from £50 to £80 for littering, and from £50 to £200 for flytipping.

Recommendations

It is recommended that Committee:

1. note the content of this report; and
2. request a further report in 12 months detailing the impact of the increase in terms of revenue and payment rates for the affected FPN's.

Measures of success

- Reduction in flytipping complaints
- Reduction in Littering complaints
- Increase in CIMS scores
- Increase in FPN revenue

Financial impact

The increase in FPN amounts is intended to account for inflation and recognises the greater environmental and economic consequences of fly tipping and littering, it is also likely to reduce payment rates particularly around flytipping FPN's which are due to increase from £50 to £200. The overall impact of the increase in FPN amount against an anticipated lower payment rate is difficult to determine at this time.

Projected FPN Revenue Levels 2014/15	Littering	Flytipping	
		Trade	Domestic
Current Revenue (2012/13)	£55,755	£37,749	£14,125
Projected Revenue on New Notices			
Payment Rate of 100%	£141,600	£201,400	£113,000
Payment Rate of 80%	£113,290	£161,120	£90,400

Equalities impact

Individuals on a low income may face challenges in meeting the increased cost of the proposed charges.

Sustainability impact

The measures outlined in this report contribute to help achieve a sustainable Edinburgh by increasing the deterrent effect of FPN's for littering and flytipping, aiming to reduce the instances of littering and flytipping and promote a cleaner environment for communities in Edinburgh.

Consultation and engagement

The Scottish Government consulted with Local Authorities, stakeholders and practitioners between 4 July 2013 and 27 September 2013.

Background reading / external references

Towards a Litter-Free Scotland: Consultation on a Strategy to Tackle and Prevent Litter and Flytipping <http://www.scotland.gov.uk/Publications/2013/07/6925/downloads>

Increase in Littering and Flytipping Fixed Penalty Notice Amounts

1. Background

- 1.1 The Scottish Government's consultation, "Towards a Litter Free Scotland: Consultation on a Strategy to Tackle and Prevent Litter and Flytipping" was open from 4 July 2013 to 27 September 2013. The consultation sought views from practitioners and stakeholders, including Local Authorities, of the best way to influence individuals to take more responsibility around litter and flytipping.
- 1.2 Actions were set out under three strategic directions:
- Information: communication, education and support for businesses.
 - Infrastructure: providing/servicing bins, product design, guidance and future funding.
 - Enforcement: improving the effectiveness of legislation and training.
- 1.3 The consultation put forward a package of measures designed to complement and reinforce each other. These are intended to challenge individuals who litter and flytip, support those who already dispose of their waste responsibly and encourage more recycling in Scotland.

2. Main report

- 2.1 Following initial feedback and support from the Scottish Government National Litter Consultation, the Fixed Penalty Notice (FPN) amounts for litter and flytipping will be increased from the 1 April 2014.
- 2.2 Both the littering and flytipping FPN's are currently fixed at £50, although these levels were previously set approximately 10 years ago and inflation has eroded their current values. The increase in FPN amounts also aims to recognise the greater environmental and economic consequences of flytipping and littering in Scotland today.
- 2.3 The increase in FPN's will change;
- the litter FPN issued under S88 of the Environmental Protection Act 1990 will increase from £50 to £80.
 - the flytipping FPN issued under S33 of the Environmental Protection Act 1990 will increase from £50 to £200.
- 2.4 It should be noted that there is no clear definition for flytipping. For the purpose of this report and enforcement action it is the manner and the amount of items disposed of or abandoned, rather than the incorrect presentation of waste for collection, that would constitute flytipping.

- 2.5 The increased amounts for FPNs are a positive move towards public responsibility for the greater environmental and economic consequences of flytipping and littering in Scotland.
- 2.6 An additional team of environmental wardens has been in place since summer 2013 focusing on litter and dog fouling enforcement. This is a temporary arrangement with the aim of covering costs through income generated by FPNs. To date the costs of the team have not been fully met by FPN income. This increase in FPN amounts will assist in making the team self financing.

Communications Strategy

- 2.7 The Scottish Government will run a national publicity campaign highlighting the changes in legislation to members of the public and businesses. This will be accompanied in May by a Nation Litter campaign raising awareness of the impact of litter across Scotland.
- 2.8 The national media campaign will be supported by a communications toolkit to help organisations locally to communicate messages and actions that relate to the forthcoming national litter strategy. The toolkit will be produced by the Scottish Government with the support of Zero Waste Scotland.
- 2.9 The communications toolkit is designed to support partners such as Local Authorities, land owners, statutory bodies, community groups, educational establishment and businesses. The subject areas it will cover include:
- The increase in Fixed Penalty Notices - The Scottish Government Litter campaign.
 - Other national litter strategy-related developments including those around recycling and flytipping.
- 2.10 It is proposed that the toolkit would be available online and could provide organisations with the following materials:
- A summary of the national litter strategy and actions to date.
 - Key messaging.
 - Key facts and statistics which can be used to communicate the problem.
 - Frequently Asked Questions for staff/organisations.
 - Frequently Asked Questions for the general public.
 - Script for interviews and opinion pieces.
 - Guidance on how to use the toolkit and promote the key messages including suggested communications methods, timing and evaluation methods.
 - Guidance and resources for staff training, and communicating with staff, elected members, customers and local residents.

- Materials such as posters, web banners, press adverts, press releases, presentation templates, signage and messages for promotional materials, social media messaging, and newsletter articles.
- Web content.
- Case studies on successful communications activities by other organisations.
- Photo library.

2.12 In tandem, the Council will develop its own communications strategy supported by the above material.

3. Recommendations

3.1 It is recommended that Committee:

1. note the content of this report; and
2. request a further report in 12 months detailing the impact of the increase in terms of revenue and payment rates of the affected FPN's.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti CO19 – Attractive Places and Well Maintained – Edinburgh remains and attractive city through development of high quality buildings and spaces and the delivery of high standards
Single Outcome Agreement	SOA4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Letter to all Local Authority Chief Executives

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Public Utility Company Performance Quarter 3 2013/14

Item number	7.12
Report number	
Wards	All

Links

Coalition pledges	P28 and P33
Council outcomes	CO19 and CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

Public Utility Company Performance Quarter 3 2013/14

Summary

This report summarises the performance of Public Utility Companies (PUs) during the period October to December 2013 (Quarter 3), of the 2013/14 financial year.

Where appropriate, year to date information is given, eg April to December.

Recommendations

It is recommended that the Transport and Environment Committee notes the report and performance information shown in Appendix A and the arrangements for securing an improved performance level from Scottish Water.

Measures of success

Success will be measured by greater public satisfaction with:

- the planning, co-ordination and delivery of roadworks across the city;
- the quality of information supplied to people who live in, work in or visit Edinburgh; and
- the quality and longevity of PU reinstatements.

Public satisfaction will be measured at the end of each year by surveys on the Council web site and by targeting Community Councils with customer questionnaires.

Financial impact

The revenue streams associated with Sample and Follow-up Inspections of PU reinstatements are on track to achieve the budget target of £168,200 for 2013/14 financial year.

Equalities impact

There are no equalities impacts arising from this report.

Sustainability impact

There are no sustainability impacts arising from this report.

Consultation and engagement

Individual Liaison meetings are held every two months with representatives from each of the major PUs. Specific performance issues and improvement requirements are discussed at these meetings.

This quarter, Q3, the Council was represented at all relevant Committees, as required, within the Code of Practice for the Co-ordination of Works in Roads. These meetings are detailed below:

The Roads and Utilities Committee Scotland (RAUCS) where all Roads Authorities and Utilities are represented together with representatives from Transport Scotland and the office of the Scottish Roadworks Commissioner.

The South East of Scotland Roads and Utilities Committee (SERAUC) where representatives from the City of Edinburgh, Midlothian, East Lothian, West Lothian and Scottish Borders Councils attend, together with representatives from all Utilities.

The Local Roads and Utilities Committee (LRAUC) also known as the Local Co-ordination meeting. This includes representatives from every function and service within Services for Communities that have an involvement in roadworks or road occupation, Lothian Buses, every Utility and the Tram Team.

The above meetings confirmed that the backlog of road and pavement apparatus repairs is continuing. It was also confirmed that efforts have been made to progress this work as quickly as possible with the minimum of inconvenience to traffic. This will utilise evening and off peak working whenever possible.

Background reading/external references

Utility Company Performance – Item 7.10, Transport and Environment Committee, 15 January 2013.

Quality of Utility Company Reinstatements – Item 5.16, Transport and Environment Committee, 18 June 2012.

Public Utility Company Performance 2012/13 and First Quarter 2013/14 - Item 7.6 Transport and Environment Committee, 27 August 2013.

Public Utility Company Performance 2012/13 and Quarter 2 2013/14 - Item 8.11 Transport and Environment Committee, 29 October 2013.

Code of Practice for Inspections", 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.

Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013

Public Utility Company Performance Quarter 3 2013/14

1. Background

- 1.1 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, gives statutory undertakers (Public Utility (PU) companies and private utility providers) responsibility for signing, lighting and guarding roadworks. The Legislation also requires the road to be reinstated to prescribed standards upon completion of works.
- 1.2 A previous report, on 15 January 2013, recommended that a Utility Company Performance Report be submitted to this Committee on a quarterly basis. The Committee approved the recommendation to instruct the Head of Transport to enhance the scrutiny and monitoring of all roadworks. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived Edinburgh Roadworks Ahead Agreement (ERWAA).
- 1.3 This report also provides an update on developments that have occurred during this quarter.

2. Main report

Fixed Penalty Notices (FPNs)

- 2.1 The total number of FPNs issued to PUs, in Q1, Q2 and Q3 of 2013/14 was 314. A further 159 FPNs were issued to other agents in relation to Road Occupation Permits eg skips, scaffolding etc.

- 2.2 The table below compares each PU and the number of FPNs issued in each quarter to date.

Utility	Quarter 1	Quarter 2	Quarter 3
Openreach	14 (11.6%)	16 (16.3%)	20 (21.1%)
Scotland Gas Networks (SGN)	38 (31.4%)	8 (8.2%)	4 (4.2%)
Scottish Power	14 (11.6%)	22 (22.5%)	13 (13.7%)
Scottish Water	32 (26.4%)	41 (41.8%)	49 (51.6%)
Virgin Media	12 (9.9%)	2 (2%)	3 (3.1%)
Other PUs	11 (9.1%)	9 (9.2%)	6 (6.3%)

The PUs that have made improvements since the last quarter are SGN, Scottish Power and the other smaller PUs. The PUs that have shown no improvement and a continual increased failure rate are Openreach and Scottish Water. These issues will be discussed at forthcoming liaison meetings. The City of Edinburgh Council (CEC) will require improvement plans to be provided.

Co-ordination

- 2.3 Quarterly meetings for the Edinburgh Roads and Utilities Committee (RAUC) and the South East of Scotland Roads and Utilities Committee (SERAUC) took place. The responsibility of chairing this Committee alternates, every two years, between a Local Authority and a Utility Company. CEC is the current Chair. Since the last report, Vodafone have agreed to take over the chairing of the SERAUC with effect from November 2014.
- 2.4 The third quarterly Edinburgh RAUC and the SERAUC took place on 12 November and 19 November 2013 respectively.

Utility Reinstatement Work

- 2.5 The cumulative number of Sample Inspections, carried out in Q1, Q2 and Q3 of 2013/14, were divided as follows:

Type of Inspection	Definition	Actual
Sample A Inspections	Inspections undertaken during the progress of the works.	465
Sample B Inspections	Reinstatements inspected within six months of the work being completed.	417
Sample C Inspections	Reinstatements inspected within three months of end of maintenance guarantee period.	417

These inspections average 66% of the expected yearly total and are on target to achieve the totals for this year. The target number of inspections for each of the Sample types is 656. Sample inspection locations will be drawn from the Register in the final quarter, to ensure targets are met. Sample inspections not carried out in December due to annual leave, resulted in a shortfall this quarter.

- 2.6 The cumulative number of Target Inspections, carried out in addition to the above Sample Inspections in Q1, Q2 and Q3 of 2013/14, were as follows:

Type of Inspection	Definition	Expected at end of Q3	Actual at end of Q3
Target A Inspections	Inspections undertaken during the progress of the works.	0	129
Target B Inspections	Reinstatements inspected within six months of the work being completed.	2,939	3,325
Target C Inspections	Reinstatements inspected within three months of end of maintenance guarantee period.	2,815	3,685

At the beginning of the year it was estimated that nearly 7,500 openings and subsequent reinstatements would be made each year by Utilities. The number of Target Inspections that can be carried out in any year is electronically generated from the Scottish Roadworks Register and is calculated after deducting the required number of Sample Inspections for each category.

2.7 The cumulative number of Target A Inspections expected at the end of the year was zero. This was due to resources being dedicated to inspecting reinstatements and not live sites. Adding the Target B and C inspections together will give a direct comparative figure to the 7,500 openings in the year. There have been 7,010 (3,325 + 3,685) inspections of reinstatements carried out to date this year.

2.8 The actual totals are higher as a direct result of increasing the Roadwork Support Team (RST) by two additional fixed term Inspectors earlier this year. The low number of Target A Inspections is due to the Inspectors concentrating on Target B and C Inspections for reinstatement compliance. The expected quantities have been calculated taking the 12 month figure (7,500 openings) and dividing this by two to provide the average number of openings in Q2 and Q3. During Q1 the additional resource had not been employed therefore Target Inspections were not being carried out. This is as a result of the Inspectors not fully commencing inspections until June, a period of six months.

The average failure rate for all PUs is 14.7%. Failed inspections are discussed at the one-to-one liaison meetings with each PU.

Utility Defective Apparatus

2.9 The total numbers of outstanding Defective Apparatus for each quarter was as follows:

Utility	Q1	Q2	Q3
Scotland Gas Networks (SGN)	6 (1%)	10 (1.6%)	8 (1.4%)
Scottish Water	534 (88.3%)	548 (86.3%)	477 (84.1%)
BT Openreach	41 (6.8%)	55 (8.7%)	45 (7.9%)
Scottish Power	8 (1.3%)	9 (1.4%)	3 (0.6%)
Virgin Media	16 (2.6%)	13 (2%)	34 (6%)
Totals	605	635	567

- 2.10 At the end of Q3, there were 567 items of outstanding defective apparatus. This is an 11% improvement since the last quarter. The PU with the largest numbers of defective apparatus continues to be Scottish Water with 477 items. This is a 13% improvement since the last quarter. Of the 477 that show as outstanding, CEC has received assurances from Scottish Water that there are actually less than 200 outstanding items. Scottish Water claim there is a duplication of some of the defects that have been registered and work is ongoing to address this issue. However, the Scottish Roadworks Register still shows the higher figure of 477. This figure must therefore be used to measure their current performance.
- 2.11 It can be confirmed that there have been significant improvements in the repair of defective apparatus, however this is not reflected on the register. Despite the assurances received from Scottish Water in respect of these duplicate registrations there has been no progress made with securing an update to the Register. A further list has been issued to Scottish Water detailing the actual defective apparatus that is recorded on the Register. Assurances have been received from Scottish Water that a detailed response is being prepared and will be issued in due course.
- 2.12 Over the past three months there has been a negative trend in the performance of nearly all major Utilities and each Utility has given assurances that this will be addressed. This performance will be closely monitored over the next quarter by RST and will be reported in the annual performance report in June 2014.

Utility Defective Reinstatements

- 2.13 The total number of outstanding Defective Reinstatements for each quarter is shown below:

Utility	Q1	Q2	Q3
Scotland Gas Networks (SGN)	80 (21.7%)	81 (16.5%)	113 (19.1%)
Scottish Water	202 (54.7%)	277 (56.3%)	286 (48.4%)
BT Openreach	24 (6.5%)	43 (8.7%)	67 (11.4%)
Scottish Power	29 (7.9%)	45 (9.2%)	81 (13.7%)
Virgin Media	34 (9.2%)	46 (9.3%)	44 (7.4%)
Totals	369	492	591

At the end of Q3 the total number of outstanding defective reinstatements in Edinburgh was 591. Scottish Water continue to be the PU with the largest number of defective reinstatements. These defects are discussed at the bi-monthly liaison meetings.

- 2.14 Q3 has seen an increase in the number of outstanding defective reinstatements for every Utility with the exception of Virgin Media. Virgin Media made a small reduction and have shown a positive trend for this quarter. It can be seen that by the end of Q3 there were no significant improvements in the number of failed reinstatements for any Utility. There was a total of 369 outstanding reinstatement failures at the end of Q1, this increased to 492 in Q2 and has increased further to 591 at the end of Q3.
- 2.15 The number of inspections carried out by the Council during this quarter increased by 77.5%, compared to Q3 last year. This is an increase of over 103% since the beginning of Q1.

The Edinburgh Roadworks Ahead Agreement (ERWAA)

- 2.16 The planned re-launch of the ERWAA is progressing with meetings of the member/officer working group held on 15 October 2013 and 4 November 2013. It is intended that the actions and progress of the ERWAA will feature in the next quarterly report.
- 2.17 A report outlining the new working arrangements for the ERWAA is another item on this Committee's agenda.
- 2.18 Consultation is continuing with responses awaited from a number of Community Councils.

Changes in the Third Quarter of 2013/14

- 2.19 The total number of inspections showed a positive trend, increasing month on month up to December. The drop in inspection numbers during December can be attributed to annual leave and public holidays.

Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Inspections	1426	2110	1816	1862	2409	2576	2585	2527	1754

- 2.20 The number of inspections being carried out by all six Inspectors within RST is projected to exceed the projected annual target of 20,000 inspections.
- 2.21 When compared to the same period to December last year, there has been an increase of 84.9% in the number of inspections carried out. This has directly resulted in a 123% increase in the number of reinstatement failures discovered, compared to the same period last year.

Year	Q3 2012/13	Q3 2013/14
Failures	265	591

Improvement Plan

- 2.22 Several meetings have been held with Scottish Water throughout this year to discuss its improvement plan. As can be seen by the number of outstanding defective apparatus failures, taken from the Scottish Roadworks Register, the performance is not improving and a significant number of outstanding defects remain.
- 2.23 The assurances gained that the defects were being addressed through staff training and efforts to resolve the duplicate registration of defective apparatus on the Register have not yet made any real difference to their performance.
- 2.24 Evidence is being gathered and will be presented to Scottish Water at the next SERAUC meeting with a further request for improvement. Furthermore, discussions have been held with Scottish Water, at a senior level, to discuss its recent performance. It has been agreed that improvement targets will be set against which its performance will be regularly assessed. An escalation procedure, with both the Council and Scottish Water has been agreed, in the event that performance does not meet agreed targets.

Performance Monitoring

- 2.25 Figures showing performance information for the third quarter of 2013/14 are shown in the appended graphs.
- **Graph 1 - Fixed Penalty Notices per Utility Company**
The failure rate by Scottish Water was the highest in Q1, Q2 and Q3. This was due to their notices not being closed on time and no notice being received. These issues will be raised at their next liaison meeting. Requests will be made for an improvement by the next quarter's monitoring.
 - **Graph 2 - Number of Inspections undertaken**
In Q3 there were 6,866 inspections carried out, a total of 19,065 this year to date. The target of 20,000 inspections is on schedule to be achieved this year. The number of inspections has increased every month. The reason for the marked increase in numbers, following July, is due to the training of the additional inspectors.

- **Graph 3 - Core Results Pass/Fail performance for each Utility**

The recognised acceptable failure rate for coring is 10%. Both Scottish Water and Openreach were higher than the target.

30% (18 out of 60) of Scottish Water cores failed for the following reasons:

- depth of laid material (16%);
- compaction (2%);
- no bonding (2%); and
- the wrong material used (10%).

20% (3 out of 15) of Openreach cores failed. They have been informed that this is unacceptable. The reasons were split between

- incorrect depth of laid material; and
- the wrong material used.

Assurances have been received from Openreach that the performance will be improved. Specific improvement details will be sought at the next liaison meeting.

- **Graph 4 - Defective Apparatus Outstanding**

(Overall numbers that have yet to be repaired)

The number outstanding for Scottish Water (477) is a long standing issue. This has been raised as a specific problem and plans have been put in place to address this. All PUs, with the exception of Scottish Power, are showing an increase in the numbers of defective apparatus. This is as a direct result of the increase in the number of inspections being undertaken by RST Inspectors.

- **Graph 5 – Defective Reinstatements Outstanding**

(Overall numbers waiting repair)

The number of outstanding or defective reinstatements has varied over Q3. Each PU has shown an increase in the number of failed reinstatements over the three months, with the exception of Virgin Media. This is a direct result of the additional inspections carried out so far this year.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee notes the report and the performance information shown in Appendix A and the arrangements for securing an improved performance level from Scottish Water.

Mark Turley

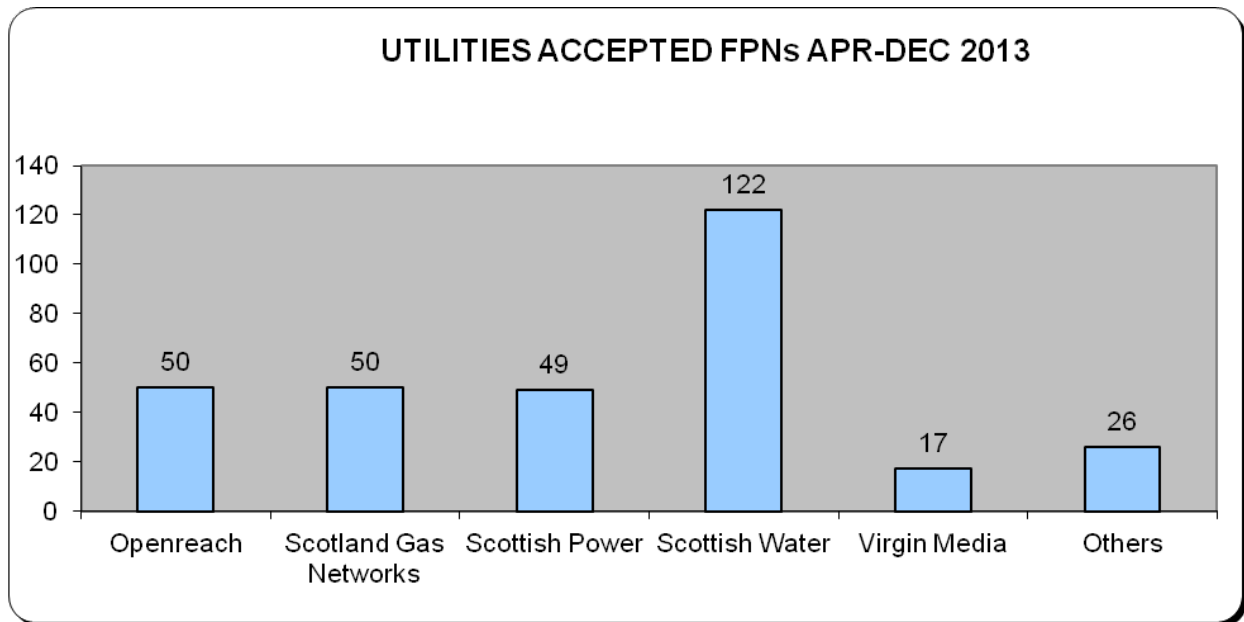
Director of Services for Communities

Links

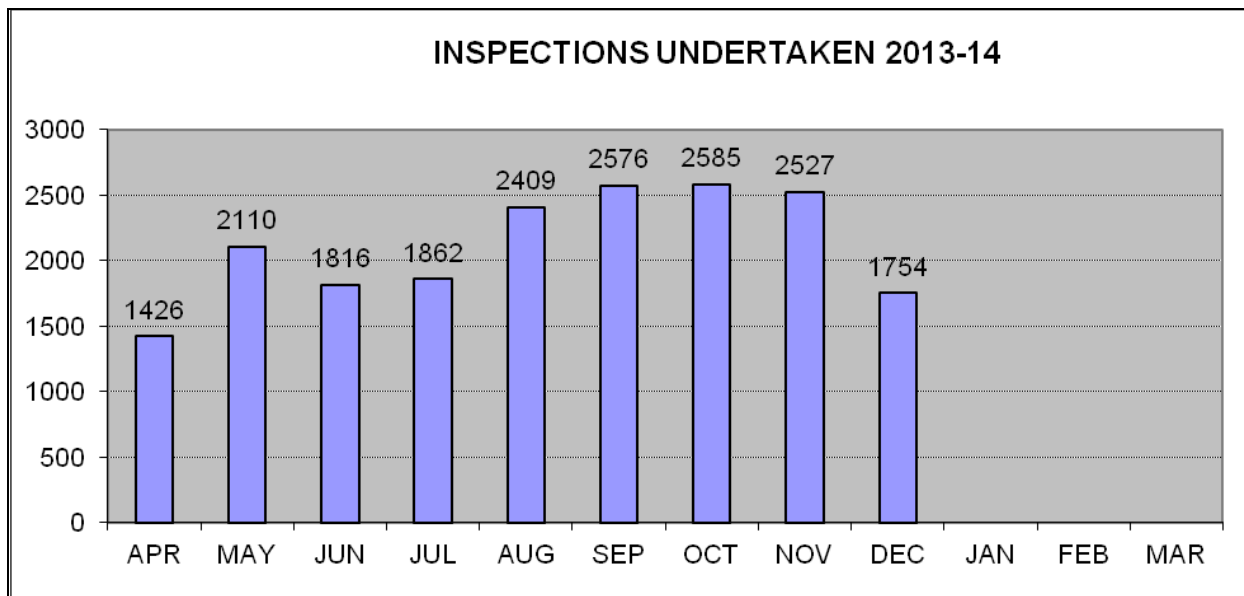
Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p>
Council outcomes	<p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix A - Utility Company Performance Graphs - Q3 October to December 2013</p>

Appendix A

Graph 1

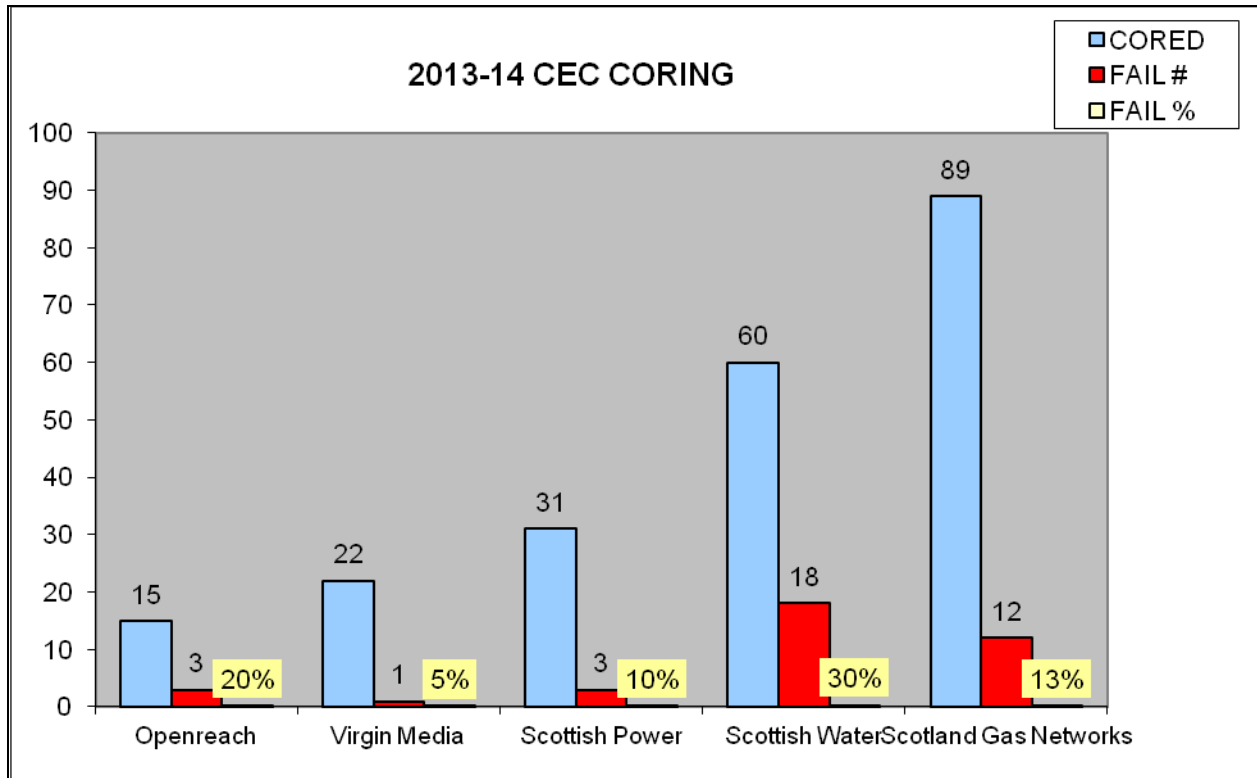


Graph 2

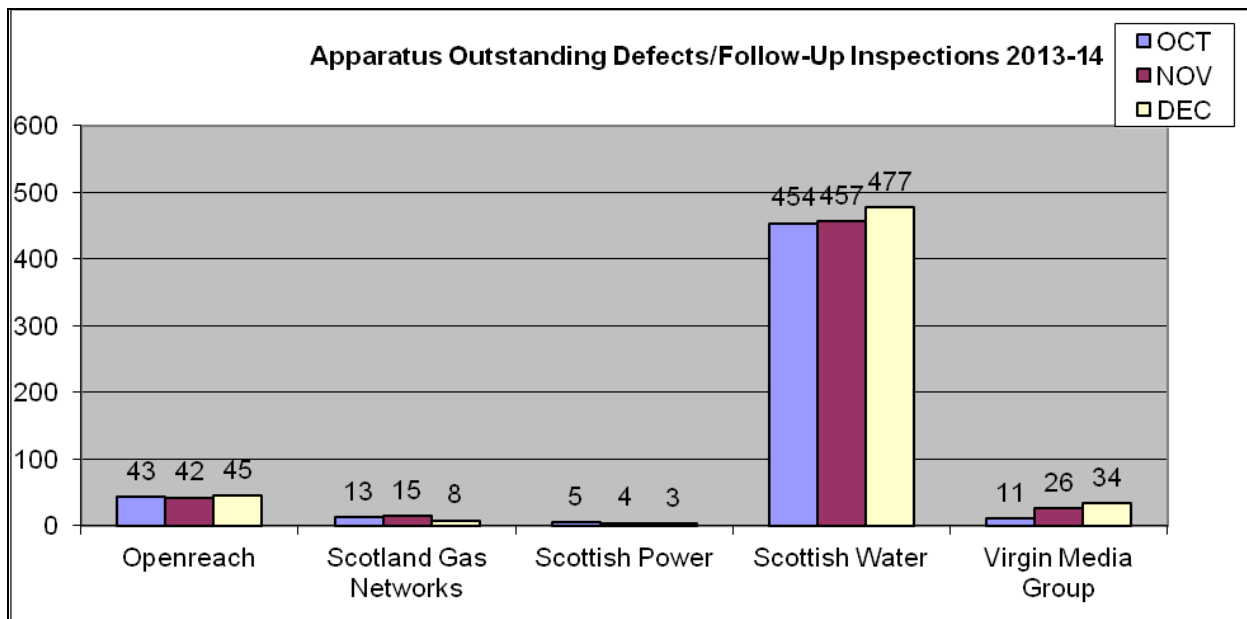


Appendix A

Graph 3

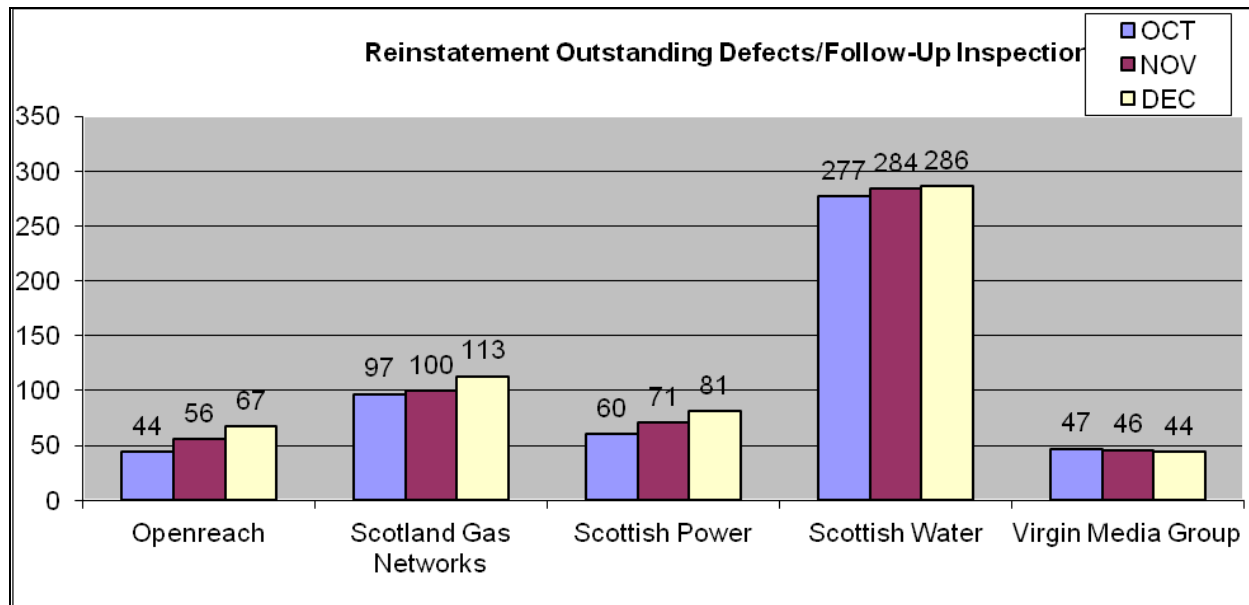


Graph 4



Appendix A

Graph 5



Transport and Environment Committee

10am, Tuesday, 18 March 2014

Park and Pitch Drainage Programme

Item number	7.13
Report number	
Wards	All

Links

Coalition pledges	P42 , P43
Council outcomes	CO4 , C010 , C020
Single Outcome Agreement	S02

Mark Turley

Director of Services for Communities

Contact: David Jamieson, Parks and Greenspace

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

Executive summary

Park and Pitch Drainage Programme

Summary

This report updates Committee on the progress made in delivering a programme to improve drainage in parks and recreational grounds that have suffered regular inundation in recent years.

It notes that of the 24 locations identified as requiring drainage improvements, the current programme should realise significant improvements to the seven most critical, the works for which have already been completed or are in the process of procurement.

Preliminary information is also provided regarding the possible options of establishing a more robust grassed space that can be used to accommodate large-scale events.

Recommendations

It is recommended that the Transport and Environment Committee:

1. Notes the progress in implementing the park and pitch drainage programme.
2. Notes that works on only seven of the 24 parks and recreational grounds identified as requiring drainage improvements can be resourced within the existing allocation.
3. To ask the Director of Services for Communities for a further report detailing the likely costs of extending the programme to parks and greenspaces still requiring drainage works.
4. Considers the options available should the Council wish to invest in reinforced surfacing or improved drainage/maintenance for locations likely to be regularly used for large-scale events, and notes that further information will be provided following completion of the Parks Events Manifesto consultation.
5. Refers this report to the Culture and Sport Committee for consideration.

Measures of success

Improved drainage of parks and pitches and greater resilience of grassland for large-scale events.

Financial impact

It is anticipated that the £500,000 budget allocation will allow improvement works to be carried out on the following park and pitch locations throughout the city: Inverleith Park (£82,400), Roseburn Park (£14,317), Seven Acre Park (£11,272), The Meadows (estimate £170k), Leith Links (estimate £101k), Seafield Recreation Ground (estimate £40k), and Silverknowes Playing Fields (estimate £71k).

Further funding will be required in the future, if the improvement programme is to be extended to other parks and pitches. However, actual costs can only be accurately determined once professional assessments have been undertaken.

Equalities impact

There is no relationship between the matters described in this report and the public sector general equality duty. There is no direct equalities impact arising from this report.

Sustainability impact

Investing in drainage will be an ongoing requirement if the Council's parks and pitches are to remain resilient to the anticipated impacts of climate change and levels of usage.

Consultation and engagement

Consultation was undertaken with Neighbourhood and Parks staff along with sports teams via the Pitches Group, which includes representatives for football, rugby, cricket, Edinburgh Leisure and Culture and Sport. Site specific consultation was also undertaken with direct users, including Roseburn Cricket Club, Leith Links Steering Group, Meadows and Bruntsfield Links Advisory Group, and Edinburgh Northern Rugby Club.

Background reading / external references

None

Park and Pitch Drainage Programme

1. Background

- 1.1 Following extensive inundation to Council parks and sports pitches, £500,000 was allocated to Parks and Greenspace as part of the 2013/2014 capital budget for improved drainage.
- 1.2 A list of the worst affected locations was collated and a programme of works prioritised. This report informs the Committee of progress in delivering the programme.

2. Main report

- 2.1 Over the last few years there has been extensive flooding and persistent inundation of Council parks, gardens and playing fields. As a consequence, sports matches have been regularly postponed and parks events cancelled or located to better drained sites. Investigations suggested that a number of locations were unable to drain the water very effectively, and to enable them to do so would require significant investment in drainage improvements.
- 2.2 At its meeting of 7 February 2013, Council agreed to allocate £500,000 to a programme of drainage investigations and works.
- 2.3 Discussions with Parks, Neighbourhood and Edinburgh Leisure staff, as well as sports teams and park users, identified a list of 24 of the worst affected sites. These were then prioritised in terms of inundation severity, level of sporting use, park status/profile and neighbourhood impact.
- 2.4 Soil and drainage investigations were also procured from Scottish Agricultural College Consultancy Services on a phased basis and actual works procured on a project-by-project basis following consideration of assessment results and budget availability.
- 2.5 As of January 2014, assessments had been completed for Inverleith Park, Roseburn Park, Seven Acre Park, The Meadows, Bruntsfield Links, Leith Links, Seafield Recreation Ground and Silverknowes Playing Fields. To date, works have been completed at Inverleith Park, Roseburn Park, and Seven Acre Park. Procurement has been initiated for The Meadows, Leith Links, Seafield Recreation Ground, and Silverknowes Playing Fields. Drainage works were not

considered appropriate for Bruntsfield Links given its rocky nature and prevalent thin soils.

- 2.6 Assessments are currently being procured for Dundas Park (South Queensferry), Ravelston Park, Drumbrae Park, and Davidson's Mains Park.
- 2.7 Works are timetabled to avoid clashes with sports use. Works on football pitches is timed for summer and on cricket pitches for autumn/winter. There is also care to avoid impact on events occurring in parks.
- 2.8 Currently there is no further provision within the capital programme to carry out further assessments and works to the remaining list of affected parks and pitches.
- 2.9 Recognising the impact that large events can have on the ground conditions of a park, Parks and Greenspace officers have undertaken some preliminary research into the suitability and costs of establishing reinforced surfaces that can improve resilience to regular use whilst retaining their primary function for informal recreation. The potential to create such a feature in one or more of the Council's public parks is also being considered as part of the current Parks Events Manifesto consultation.
- 2.10 Three options seem suitable:
- reinforced fibre system
 - reinforced net system; and
 - improved drainage and maintenance regime
- 2.11 Design and specification details for each of these is summarised in Appendix 1. In short:
- a reinforced fibre system offers the most robust option, but is the most expensive to install and maintain;
 - a reinforced net system is less expensive but limits the possible remedial/reinstatement works often required following use for events; and
 - improved drainage and maintenance is the least expensive but requires continuous investment in regular sanding, spiking and other intensive maintenance typical of high quality sports pitches.

It should also be noted that reinstatement is far more difficult in reinforced systems should grass die from lengthy absence of light, air and water (which typically occurs when events exceed 14 days of operation).

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee:
1. Notes the progress in implementing the park and pitch drainage programme.
 2. Notes that works on only seven of the 24 parks and recreational grounds identified as requiring drainage improvements can be resourced within the existing allocation.
 3. To ask the Director of Services for Communities for a further report detailing the likely costs of extending the programme to parks and greenspaces still requiring drainage works.
 4. Considers the options available should the Council wish to invest in reinforced surfacing or improved drainage/maintenance for locations likely to be regularly used for large-scale events, and notes that further information will be provided following completion of the Parks Events Manifesto consultation.
 5. Refers this report to the Culture and Sport Committee for consideration.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P42	Continue to support and invest in our sporting infrastructure.
	P43	Invest in healthy living and fitness advice for those most in need.
Council outcomes	CO4	Our children and young people are physically and emotionally healthy.
	C010	Improved health and reduced inequalities.
	C020	Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.
Single Outcome Agreement	S02	Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices		Summary of Reinforced Surfacing Options

Appendix 1 Reinforced Surfacing Options for Public Parks

Introduction

In dry weather conditions grass is a suitable surface for hosting events as it will allow marquees to be fixed down with spikes and a reasonable level of vehicular and pedestrian traffic. However, under wet conditions the structure of the soil quickly breaks down and turns to mud, causing long term damage which required expensive reinstatement works that can take many months for full recovery.

Compaction in soil is caused by pressure applied from above by vehicles or foot traffic. It starts with the removal of air from the spaces between the soil particles. This can stop biological activity. If this pressure is sustained, water is also displaced from between the soil particles; further pressure allows the soil particles to crush together allowing the structure of the soil to collapse and compact. Future rainfall will no longer be absorbed by this soil, causing poor drainage, flooding of the area and increased run off

Grass and soil will begin to “yellow” under tents and road tracking, but can recover normally if this for limited duration. Where an event is present for more than a couple of weeks the area of grass which has received no light for an extended period will require cultivation and seeding/new turf.

Recent advances in horticultural technology mean that grass surfaces can now be created that make grass and soils more resilient to these forms of damage, whilst allowing continued use for sport and outdoor recreation when not being used for large scale events. This preliminary report considers those most suitable for Edinburgh’s public parks.

Events Space Requirements

Large-scale events seek park locations that are:

- Level
- Well drained

And which have:

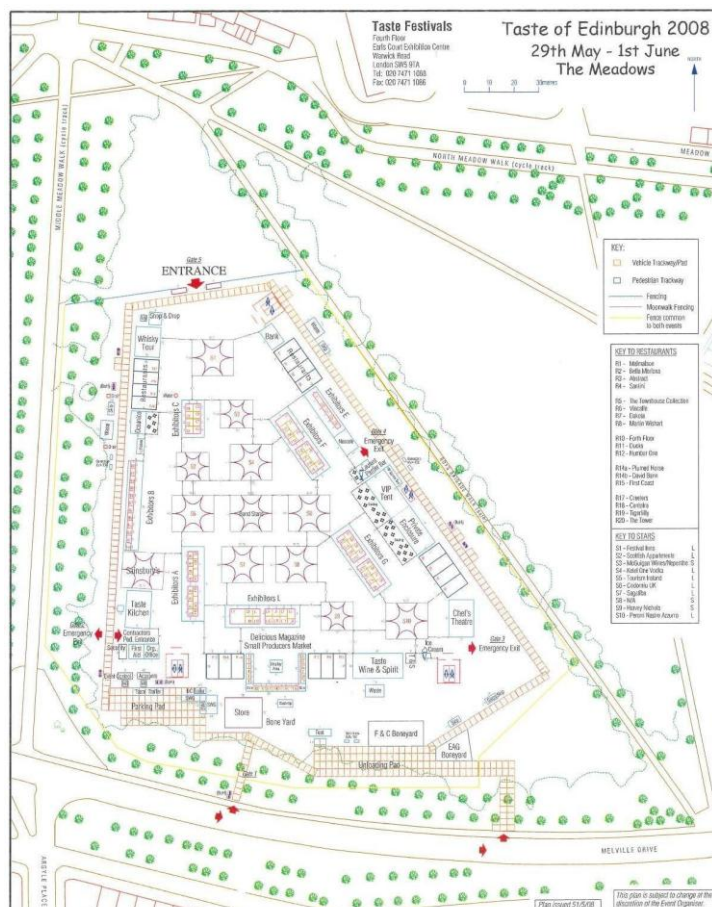
- Good vehicle access
- An area for heavy transport to load/off-load
- Large grass areas that are free from subterranean services so that Tents/Marquees can be fixed to ground with large spikes
- Access to power, water, and drainage.
- Good public access.

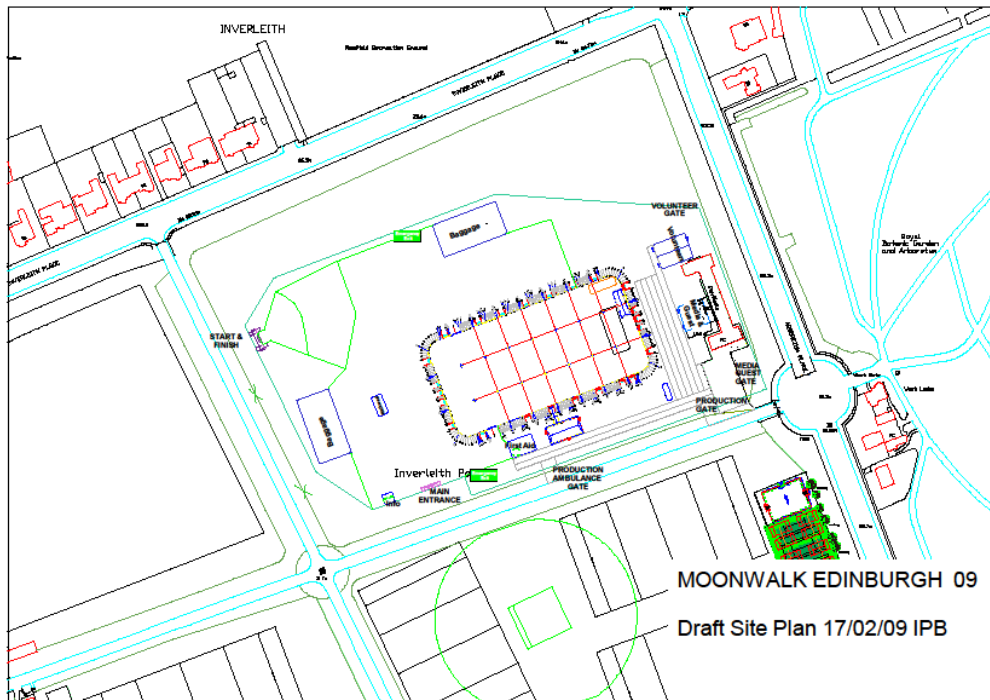
Events Space Sizes and Layouts:

Having considered the large events that typically occur in Edinburgh's parks, it is likely that the extent of ground required to be reinforced at each main park is as follows:

Park	m2	Acres	Ha
Calton Hill	1,091	0.27	0.10
West Princes Street Gardens	1,210	0.29	0.12
East Princes Street Gardens	7,805	1.93	0.78
Lauriston Castle	20,770	5.13	2.08
Leith Links	24,782	6.12	2.47
Inverleith Park Moon Walk	35,237	8.70	3.52
Inverleith Park Taste Event	32,324	7.98	3.32
Meadows	25,952	6.40	2.59

This suggests a reinforced events space of around 3ha should be able to accommodate the majority of events. However, as can be seen from the following example layouts, events would need to be arranged in a manner that maximised use of the space:





Surface Options

Three options have been identified as possible solutions to establishing an events space that can sustain regular events and associated traffic whilst retaining its main purpose as a recreational space usable for sports and other outdoor recreational activities.

1. Reinforced Fibre systems
2. Reinforced Net systems
3. Improved Drainage and Maintenance regime

1. Reinforced Fibre systems

Examples of this type of system are found, in a variety of sizes and forms, at: Glasgow Green, Quartermile development, Gallery of Modern Art (Charles Jencks Landform sculpture), slope behind the National Gallery on The Mound, Murrayfield “back” pitches outside the main stadium.

Fibreturf/Fibresand is the name given to natural sports turf growing in a sand dominant rootzone that contains synthetic fibres. It has been developed in order to obtain greater use out of natural turf whilst maintaining a high quality sports surface. This is achieved by mixing silica sand and organic matter with polypropylene fibres to produce a ‘fibre reinforced’ upper rootzone. The natural turf finish is then produced by either seeding directly into the rootzone

or by laying Fibreturf which has been pre grown by specialist turf growers. This system is common on top grade sports pitches.

An advanced “Terram” version comprises a sandsoil rootzone into which thousands of small interlocking mesh elements have been pre-blended, and which when installed is supplied with a selected turf finish. As the grass roots develop, they penetrate through the mesh to form a deep-anchored root system and a very stable rootzone. This creates a free-draining natural grass surface with load-bearing capabilities, and has been employed on the Murryfield back pitches and Glasgow Green to accommodate events and car parking.



Fibrelastic is a similar alternative that aims to further improve the characteristics of typical fibre reinforced, sand-dominant rootzones by imparting a significant degree of resilience and energy absorption to the surface. This is achieved by mixing silica sand, organic matter, rigid polypropylene fibres and flexible elastane fibres to produce a completely homogeneous blend.

These reinforced systems cost around £50/m² to install, a 3ha site costing up to £1.5m. In addition, additional drainage would be necessary, costing an estimated £170k for a 3ha site.

Due to the free draining properties of these systems it is likely that an irrigation system will also need to be installed, along with access to water and a power supply. Cost will be site dependent, and could involve construction of a water tank.

Regular application of fertilizer may also be necessary to replace leached soil nutrients.



2. Reinforced Net Systems

These typically involve use of a grass mesh and engineered turf, with plastic meshes installed directly onto existing grass surfaces, allowing the grass sward to grow through the mesh apertures. The grass roots intertwine with the plastic mesh creating a reinforced base for the roots, protection from wear, and ultimately a grassed surface that is capable of resisting a reasonable level of rutting and deformation.

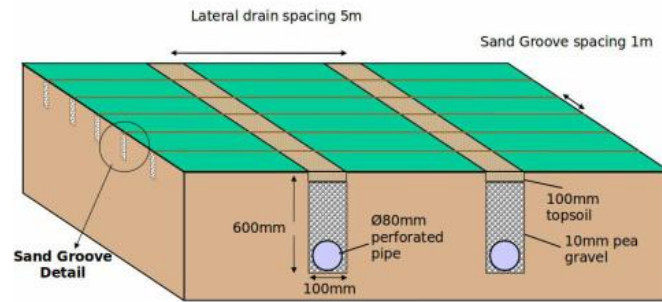
At an estimated £10/m², a 3ha site would cost around £300k to install. In addition, as with fibre systems, Reinforced Net systems require site drainage installed prior to the net going down. This would be a further £170k.

There are more limitations with a net system. Remedial and post-event reinstatement works become more problematic, as any ground cultivation would damage the integrity of the net. Grass nets also have the potential to create trip points if exposed, as well as “catch” points to grass cutting machinery.

The performance of both reinforced fibre and net systems is greatly enhanced by the inclusion of a layer of clean open stone. The installation of this would require the stripping of the existing top soil and, in the case of fibre systems its removal from the site. Inclusion of a stone layer over 3ha would cost around £150k. Soil removal would cost around £200k, although some of this expense could be recouped by reuse elsewhere or sale. Good quality soil of this extent should generate around £100k.

3. Improved Drainage and Maintenance regime

Until the current drainage programme was initiated, there have been only cursory attempts to improve drainage in parks and sports pitches in recent years. The investments made should significantly improve the capability of sites to contend with event activities, but this can only be sustained over the longer term with a regular drainage maintenance regime that incorporates sanding, spiking, tining, grooving, verti-draining and other surface water management and soil aeration practices.



The costs of this maintenance regime will vary depending on levels of compaction, soil type and intensity of use, but would be around £30,000 per year for a 3ha site that already has a good quality drainage system installed, itself estimated to cost about £170k.

Light, Air and Water

Whichever option is chosen, the problems caused by length of time the event is in place remain. If light, air and water are removed from the growing grass for a sustained length of time then the grass will die and need to be replaced via seeding or reurfing.

Tracking is extensively used to limit damage from vehicle and pedestrian movements, and it is important that this practice is demanded when deemed suitable.



In addition to this, event organisers using a location for a sustained period can be encouraged/instructed to ensure that their tents and marquees have panels in the roof structure that permit light penetration. Similarly, flooring can be made of clear plastic, and ideally incorporate gaps to permit light, air, and even regular watering.



Conclusions

The three systems examined all seek to protect the living green grass landscape. They all take a dual approach, improved drainage with a range of stabilisation treatments. From the high stability of the fibre systems which can sustain heavy traffic to the lighter sand ameliorated surfaces. This all helps the grass to survive concentrated foot and vehicular traffic without degrading, breaking down and turning to mud.

A reinforced fibre system will undoubtedly provide the most effective solution to establishing a surface that can adequately cope with regular events use whilst at the same time providing sporting and recreational use when not accommodating events. However, it is expensive at up to £2m for a fully costed installation across 3ha of grassland. It will also have ongoing maintenance costs to ensure good drainage, irrigation, and soil enrichment.

Reinforced net systems are far less expensive. However, their use presents potential public safety and operational management concerns, as well as limitations on site reinstatement works that may still be necessary.

Probably the most cost effective solution is therefore continued investment in the installation of drainage systems, and provision of an adequate revenue budget to allow for a high quality ongoing maintenance regime. Smaller zones of fibre or net reinforced turf could be installed at locations that are likely to suffer the greatest damage from events, typically vehicle entrance points and areas where heavy vehicles offload and collect their loads.

Transport and Environment Committee

10.00am, Tuesday 18 March 2014

Nuclear Submarine Dismantling at Rosyth: Environmental Statement Consultation

Item number	7.14
Report number	
Wards	All

Links

Coalition pledges	
Council outcomes	C18, C21
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Susan Mooney, Head of Community Safety

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Executive summary

Nuclear Submarine Dismantling at Rosyth: Environmental Statement Consultation

Summary

The UK government through the Ministry of Defence (MOD) decided that Rosyth Royal Dockyard will be used to dismantle the seven decommissioned nuclear powered submarines currently stored afloat at the base.

As part of the regulatory approval process, Babcock, the company that will carry out the dismantling work to remove the radioactive material must prepare an Environmental Statement. Their statement details the work, which will be done in two stages, with initial removal of low level nuclear waste followed at a later date by the intermediate level waste. This will require a national waste disposal facility to be identified.

The Environmental Statement also assesses the potential for environmental impact and details mitigating measures that will be put in place to ensure risks are as low as reasonably practicable.

Recommendations

- 1 It is recommended that Committee notes the content of this report and approves submission of the consultation response at Appendix1.

Measures of success

The submarine disposal process is concluded safely.

Financial impact

There are no financial implications arising from this report.

Equalities impact

This report proposes no change to current policies or procedures and as such a full impact assessment is not required. The contents have no relevance to the public sector Equality Duty of the Equality Act 2010.

Sustainability impact

Dismantling of the submarines is not expected to increase radioactive discharges to the environment above current permitted levels. There is likely to be a local environmental impact due to noise from cutting up the hulls and other industrial activity, but this will not be greater than existing dockyard operations.

Consultation and engagement

This report is in response to a public consultation. The Transport service has been consulted on traffic movements in the Council area.

Background reading / external references

Public consultation on the request for consent to dismantling of seven nuclear submarines at Rosyth Royal Dockyard (Appendix 3)

<http://www.hse.gov.uk/consult/condocs/rosyth-royal-dockyard/index.htm>

http://www.edinburgh.gov.uk/download/meetings/id/39389/item_7_16-nuclear_submarines_dismantling_at_rosyth

http://www.edinburgh.gov.uk/download/meetings/id/34897/item_7-consultation_on_proposals_to_dismantle_nuclear_submarines

<https://www.gov.uk/government/publications/submarine-dismantling-project-interim-storage-of-intermediate-level-radioactive-waste>

Nuclear Submarine Dismantling at Rosyth: Environmental Statement Consultation

1. Background

- 1.1 Babcock who operate Rosyth Royal Dockyard have been contracted by the Ministry of Defence (MOD) to dismantle seven nuclear submarines stored afloat at Rosyth. The nuclear material remaining on the submarines will be removed and the submarines made safe for further break-up.
- 1.2 Previous reports on the dismantling were made to Transport and Environment Committee on 21 February 2012 and 4 June 2013.

2. Main report

- 2.1 Babcock who operate Rosyth Royal Dockyard have been contracted by the MOD to dismantle seven nuclear submarines stored afloat at Rosyth. The nuclear material remaining on the submarines will be removed and submarines made safe for further break-up.
- 2.2 As part of the approval process the contractor Babcock are required to prepare an Environmental Statement for submission to the Office for Nuclear Regulation under the auspices of the Health and Safety Executive. The Environmental Statement is also evaluated by Scottish Environment Protection Agency (SEPA) and submitted to general public consultation.
- 2.3 The dismantling at Rosyth will take place in two stages. Stage 1 will involve docking of the submarine and removal of all low level nuclear waste within the reactor compartment. The reactor pressure vessel and the primary shield tank will be segregated and blanked from the primary steam generating circuits and remain in situ. The submarine hull will then be restored to the appropriate standard to allow further afloat storage. After flood-up of the dock, the submarine will be handed back to MOD control and the vessel will return to a float storage in the non tidal basin at Rosyth.
- 2.4 During Stage 2, when the intermediate level nuclear waste (ILW) storage solution is agreed by national government, the submarines will be re-docked in sequence over a number of years and the reactor pressure vessel and other radioactive components removed. In February 2014 MOD announced that the following have been shortlisted as potential storage sites for the intermediate nuclear waste:
 - Aldermaston (Berkshire)
 - Burghfield (Berkshire)

- Chapelcross (Dumfriesshire)
 - Sellafield (Cumbria)
 - Capenhurst (Cheshire)
- 2.5 Babcock at Rosyth has an Environmental Monitoring Programme which checks shoreline radiation dose-rate measurements, sediments, seaweed and shellfish and airborne sampling for gaseous emissions. The results are reported monthly to SEPA. In addition SEPA have their own radioactivity monitoring programme which is carried out by the Centre for Environment, Fisheries & Aquaculture Science based in Weymouth in the South of England
- 2.6 The Council is a member of the Standing Committee of Local Authorities on the Fife Estuary which, through an officer working group, monitors the Fife estuary for radioactive contamination from both Torness and Rosyth. The Council Scientific Services has its own radioactive monitoring equipment and tests the Council's samples and those of neighbouring local authorities.
- 2.7 The Babcock Environmental Statement has reviewed a possible impact area of up to 5km from the base which includes parts of South Queensferry – see Appendix 2. Potential impacts include noise, vibration and light. It is not anticipated that any of these will be any greater than the current levels produced by activities currently undertaken in the dockyard. Any additional lighting will be at low level in the dock. An additional large crane will be required at the dockside for lifting purposes so this may have some visual impact.
- 2.8 The on-going impact of transport on South Queensferry associated with the submarine dismantling project is likely to be minimal since this work is a small part of the activity within the dockyard. Some temporary disruption on a six monthly basis is possible during stage 2 of the removal process if the reactor pressure vessel is to be stored at a site south of Rosyth. Rosyth will not be a storage site for removed reactor pressure vessels or ILW.
- 2.9 The submarine dismantling programme, subject to regulatory approvals, is expected to start in January 2016.

3. Recommendations

- 3.1 It is recommended that Committee notes the content of this report and approves submission of the consultation response at Appendix1.

Mark Turley

Director of Services for Communities

Coalition pledges

Council outcomes C18, C21

Single Outcome Agreement SO4

Appendices

Appendix 1

Proposed Consultation Response on the request for consent to dismantling of seven nuclear submarines at Rosyth Royal Dockyard a response by City of Edinburgh Council

Appendix 2

Map of area reviewed in the Babcock Environmental Statement

Appendix 3

Public consultation on the request for consent to dismantling of seven nuclear submarines at Rosyth Royal Dockyard

Appendix 1

Public consultation on the request for consent to dismantling of seven nuclear submarines at Rosyth Royal Dockyard a response by City of Edinburgh Council

The City of Edinburgh Council

1. Welcomes the opportunity to comment on the consultation.
2. Would wish to be listed as a stakeholder since the zone of investigation for the Environmental Statement includes South Queensferry which lies within the boundary of the City of Edinburgh Council.
3. Requests that any notices that may be issued to residents in Fife regarding any unusual process that may cause disturbance also be issued in the same way to residents of South Queensferry.
4. Requests that any notices to Fife Council or other regulating authorities regarding radioactive spillages or accidents also be reported to the City of Edinburgh Council.
5. Requests that any notices or applications to Transport Scotland or other transport authorities to move unusual loads over the road network which may cause disruption be also notified to City of Edinburgh Council at this address abnormalloadsbridges@edinburgh.gov.uk

Appendix 2

Map of area reviewed in the Babcock Environmental Statement





Public consultation on the request for consent to dismantling of seven nuclear submarines at Rosyth Royal Dockyard

Background

Since the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (EIADR) entered into force in 1999 the decommissioning of nuclear power stations and other nuclear reactors within the scope of EIADR may only proceed with consent from the Office for Nuclear Regulation (ONR). To obtain consent the licensee of the nuclear reactor must submit to ONR an Environmental Statement (ES), which presents a detailed environmental impact assessment for the proposed decommissioning project and the mitigation measures to be used to avoid or minimise any significant adverse impacts on the environment, together with a non-technical summary of this information. This is considered by ONR during an extensive public consultation. If the project is considered acceptable ONR grants consent for the decommissioning project. Further [information and guidance on EIADR^{\[1\]}](#) is available.

Application for consent to dismantle nuclear submarines

Rosyth Royal Dockyards Ltd. (RRDL) have applied to obtain a consent to begin the dismantling project in January 2016.

For the application for consent RRDL have submitted the following documents:

- an environmental statement , which presents a comprehensive environmental impact assessment for the decommissioning project;
- a non-technical summary of the environmental statement;

Both of which are available on the [documentation page^{\[2\]}](#). You can also request these documents in writing from:

Rosyth Royal Dockyard Ltd.
Babcock International Group
Rosyth Business Park
Rosyth
Dunfermline

Fife

KY11 2YD

- Babcock International Group website [\[3\]](#)

Public consultation

ONR is holding a formal 3-month consultation period in order to provide the opportunity for interested parties to comment upon Babcock's application and decommissioning project. Consultees are invited to comment upon any aspect of the dismantling project, particularly the environmental statement that contains the environmental impact assessment for the proposed decommissioning project and the mitigation measures to be used to avoid or minimise any significant adverse impacts on the environment.

At the end of the consultation, the comments received are collated and made publicly available, although any comments submitted can be treated anonymously on request. Alternatively, you may provide comments in person at HSE's Knowledge Centre in Bootle, and via public libraries local to Rosyth.

If required, you may ask ONR any questions of clarification before responding formally to the consultation.

Next steps

After careful consideration of the comments received, ONR will publish its decision on issuing consent in the form of a Decision Report, which will be circulated to consultees and published.

This consultation will run for a 3-month period from 22 January and end on 21 April 2014. Late comments are unlikely to be considered.

Health and Safety Executive

ONR - EIADR team

4N.1 Redgrave Court

Merton Road

Bootle

Liverpool

L20 7HS

Email: EIADR-SDP-Rosyth@hse.gsi.gov.uk

Link URLs in this page

1. information and guidance on EIADR
<http://www.hse.gov.uk/nuclear/eiadr.htm>
2. documentation page
<http://www.hse.gov.uk/consult/condocs/rosyth-royal-dockyard/documentation.htm>
3. Babcock International Group website
<http://www.babcockinternational.com/>

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Trade Waste Pilot - Update

Item number	7.15
Report number	
Wards	11, 12, 13

Links

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

Mark Turley

Director of Services for Communities

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Executive summary

Trade Waste Pilot - Update

Summary

Following a report to Committee on 29 October 2013, it was agreed to pilot timed trade waste collection windows in three pilot areas – Rose Street and its lanes, the High Street and Leith Walk.

This report provides an initial update on progress with these trials, in particular the trial in Rose Street.

Recommendations

It is recommended that Committee:

1. Notes the progress made to date.
2. Notes that further reports will be provided including a full evaluation of the pilots after the summer festivals.

Measures of success

The report of 29 October 2013 noted that success will be measured by:

- Reduction in the number of trade waste containers on the streets.
- Reduction in trade waste derived litter on the streets.
- Businesses managing their waste more responsibly and recycling more.
- Cost effectiveness i.e. any costs associated with implementation will be offset by savings in street cleaning.

A full assessment of these measures will be carried out in advance of the final outcome report.

Financial impact

There is no financial impact directly resulting from this report. Resources are required to promote the timed collection approach and to support local businesses to meet the new requirements.

Equalities impact

A full equalities impact assessment will be carried out in advance of the full outcome report.

Sustainability impact

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

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

Consultation and engagement

Affected businesses in the three locations were asked to complete an on-line survey to determine the times of their waste collection windows. To ensure effective representation, personal visits and letter drops were carried out to over 600 businesses.

Emergency services and Lothian Buses were also consulted regarding the times in Leith Walk and the High Street, given the potential for disruption to bus services on these routes.

Two follow-up meetings have been held with Rose Street Pub Watch, a group representing the bar and catering trade.

An evening meeting was held to provide information about the scheme to affected businesses on Leith Walk. Three further advice and assistance drop-in surgeries have also been arranged.

A number of individual meetings have taken place with affected businesses to address concerns about their particular ability to comply.

Background reading / external references

[Trade Waste Policy Options – Transport and Environment Committee, 29 October 2013](#)

Trade Waste Pilot - Update

1. Background

- 1.1 On 29 October 2013, a report considered by the Transport and Environment Committee recommended trialling timed waste collections in order to evaluate the effectiveness of this approach in tackling the many issues associated with the storage of business waste on our streets.
- 1.2 Three pilot areas were chosen – Rose Street and its lanes, the High Street and Leith Walk.
- 1.3 Progress reports on the outcome of the trials were to be reported back to Transport and Environment Committee, both before and after the Festival. This report provides an initial update on progress, with a particular focus on the Rose Street trial.

2. Main report

Rose Street

- 2.1 The pilot in Rose Street began on 20 January 2014. Consultation with businesses identified preferred timed collection windows of 09.00 – 10.00 and 17.00 – 18.00.
- 2.2 The Rose Street Lanes are used for the storage of waste not only by businesses based in Rose Street but also by those within a wider area, from George Street to Princes Street and Charlotte Square to St Andrew Square.
- 2.3 The new Waste (Scotland) Regulations 2012 require all businesses to recycle. Any business with only one bin is seen as non-compliant, as such the number of bins on the street will continue to increase exponentially.
- 2.4 Initial feedback from businesses raised a number of issues:
 - The lanes were deemed to be unused ‘service lanes’ fit only for the storage of rubbish;
 - Businesses had become used to storing their waste on street and had no capacity for storing it inside;
 - Having to store waste within their premises would require more frequent collections which would cost more;
 - As some were part of national companies, they had little say in how their waste was managed locally;
 - Business were tied to existing contracts;
 - The times didn’t suit bar and catering businesses; and

- Their contractor was unwilling or unable to comply with their requirements.
- 2.5 Food and glass recycling streams were identified as being especially problematic. Glass is heavy, bulky, potentially dangerous and cannot be easily collected in bags. Storage of food was deemed to have health and hygiene implications (Scotland is the first country in the UK to require Councils to separately collect food waste for recycling).
- 2.6 To address the concerns raised by the businesses, an additional collection window of 22.00 – 23.00 has been agreed. Businesses that have difficulties with complying with timed collection windows for food and glass have been permitted to retain food and glass containers on the street as a temporary measure providing that they can demonstrate that they are making efforts to work towards compliance.
- 2.7 Initial feedback from trade waste contractors also raised a number of concerns:
- They were insufficiently prepared for the launch of the new Waste (Scotland) Regulations 2012 which requires all businesses to recycle at source;
 - Changes to their routes and current practices would take time to implement; and
 - The physical layout of the lanes coupled with the times of the timed collection windows generated perceived health and safety concerns amongst several contractors.
- 2.8 A four-week 'grace period' to allow businesses to adapt to the new requirements followed the pilot start date of 20 January 2014. Staff from the City Centre and Leith Neighbourhood Team, plus the Edinburgh Wardens, have been visiting individual businesses to offer advice and assistance and monitor progress.
- 2.9 To date, progress on the ground has been mixed. The number of bins in Rose Street has fallen from 390 on 7 January to 355 on 14 February 2014. These numbers are however somewhat misleading. The introduction of the Waste (Scotland) Regulations on 1 January 2014 requires all businesses to separate their waste at source. This has led to an expansion of bin numbers across Edinburgh as one (residual) bin has been replaced by up to four (residual, food, glass and dry mixed recycling). However discussions and meetings with businesses indicate that many are either compliant or actively working towards compliance.
- 2.10 There is also evidence to suggest that businesses are taking more responsibility for the management of their waste whilst it is on the street. A snapshot of cleanliness standards in Rose Street and the Rose Street Lanes suggests that cleanliness has however improved. A LEAMS (Local Environmental Audit and Management System) survey carried out on 7 January 2014 rated all transects surveyed as unacceptable (either C or D grades) with trade waste highlighted as a contributory factor. A further survey on 27 January 2014 scored all transects as a B grade (i.e. they met the acceptable standard of cleanliness).

- 2.11 Although some trade waste contractors initially indicated a reluctance to work to the timed collections, all the major trade waste companies have now confirmed that they will participate in the pilots and that they will remove all residual (landfill) waste and dry mixed recycle containers from Rose Street and the Lanes. The additional night time collection window has been received positively by both contractors and licensed businesses.
- 2.12 Some tactical enforcement may be required to ensure that trade waste contractors actively work towards removing their waste containers from the streets. The Roads (Scotland) Act 1984 gives the Roads Authority the power to control obstructions (s.59) and remove them (s.87). If the contractors do not remove their containers themselves, the Council can do so and levy a charge to cover the costs of uplift and storage of trade waste bins.
- 2.13 All remaining residual and dry mixed recycling containers currently still in Rose Street and the Lanes out with the timed collection windows are being identified for removal. Stickers will be affixed to bins warning that if they are not removed within 14 days that they will be removed by the Council. This enforcement activity commenced at the end of February 2014.
- 2.14 Work will be ongoing with businesses that retain food and glass bins to ensure that they are managing their waste appropriately and working towards identifying and implementing alternative solutions.
- 2.15 The pilot to date has been a resource intensive process particularly the engagement with and support to businesses. Additional resources are being identified to ensure the pilots are sufficiently supported as they move on to Leith Walk and the High Street.

Leith Walk

- 2.16 The pilot in Leith Walk is due to begin on 3 March 2014. Following consultation with the businesses with added feedback from the emergency services and Lothian Buses, the timed collection windows have been identified as 10.00 – 11.30 and 14.00 – 15.30.

High Street

- 2.17 The pilot in the High Street is due to begin on 10 March 2014. Given traffic restrictions at this location, the options were considerably reduced. Consultation with businesses has identified a preferred timed collection window of 8.30 – 10.30.

3. Recommendations

- 3.1 It is recommended that Committee:
1. Notes the progress made to date.
 2. Notes that further reports will be provided including a full evaluation of the pilots after the summer festivals.

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 P52 – Oppose industrial biomass incineration in Edinburgh P53 – Encourage the development of Community Energy Co-operatives
Council outcomes	CO17 – Clean - Edinburgh's streets and open spaces are clean and free of litter and graffiti CO18 – Green - We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives CO27 – The Council supports, invests in and develops our people
Single Outcome Agreement	SO4 – Edinburgh's communities are safer and have improved physical and social fabric

Transport and Environment Committee

10.00am, Tuesday, 18 March 2014

Proposed Waiting Restrictions – Fairmile Avenue at Oxfords Road

Item number	8.1
Report number	
Wards	8 – Fairmilehead / Colinton

Links

Coalition pledges	
Council outcomes	CO21 and CO22
Single Outcome Agreement	SO4

Mark Turley

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Executive summary

Proposed Waiting Restrictions – Fairmile Avenue at Oxgangs Road

Summary

Proposed Traffic Regulation Order (TRO) for double yellow line waiting and loading restrictions in Fairmile Avenue at its junction with Oxgangs Road (see Appendix 1 for location plan).

Recommendations

It is recommended that the Transport and Environment Committee sets aside the objections, ratifies the amended proposals and approves the implementation of the waiting and loading restrictions.

Measures of success

To be judged by:

- Improved traffic flow.
- Improve road safety for both pedestrians and motorists due to increased visibility.
- Reduction in complaints from public.

Financial impact

Financial implications would be limited to the cost of making the order and installing the necessary road markings and signage at the location described. This can be met from the revenue budget and is estimated to be in the region of £1,000.

Equalities impact

An Equalities and Rights Impact Assessment has been carried out indicating that the proposed TRO protects the right to live in a safe environment and supports the implementation of proposed waiting and loading restrictions.

Sustainability impact

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

Consultation and engagement

Feedback was received through the statutory consultation process. The subsequent dialogue with local residents and Elected Members led to an amendment of the original proposals.

Background reading / external references

None.

Proposed Waiting Restrictions – Fairmile Avenue at Oxgangs Road

1. Background

- 1.1 Proposals have been drawn up to introduce double yellow line waiting restrictions at the Fairmile Avenue and Oxgangs Road junction (see Appendix 2 for original proposal).
- 1.2 The proposals follow representation made to the Council regarding safety concerns raised which involve:
 - The obstruction of sightlines when exiting Fairmile Avenue onto the busy Oxgangs Road.
 - The obstruction of sightlines and narrowing of the available carriageway at the curve in the road immediately prior to the afore-mentioned junction.
- 1.3 The purpose of the Traffic Regulation Order is to facilitate safe passage along, and egress from, Fairmile Avenue onto Oxgangs Road. It seeks to prevent the obstruction of sightlines and reduction of carriageway width by vehicles parked both at the apex of the curve and at the bell-mouth of the junction.

2. Main report

- 2.1 Concerns were raised with the local Roads Team by a number of residents regarding the safety of this road and junction. The sightlines and parking issues at this location were assessed by the Local Roads Team and proposals were drawn up to introduce waiting and loading restrictions from the bell-mouth of the junction along Fairmile Avenue to also cover the bend in the road.
- 2.2 Seven objections were received to the proposed restrictions. These primarily concerned the extent of the proposed restrictions, which was viewed as excessive.
- 2.3 As a result of the reasoning of the objectors, a reassessment of the situation was carried out. This indicated that while there would be some benefit to the waiting and loading restrictions on the bend, they were not essential. Therefore, it was decided to reduce the extent of the proposed restrictions to cover just the bell-mouth of the junction (see Appendix 1 for revised proposal).

- 2.4 The original six objectors were contacted to advise them of the amended proposals and ask if they wished to maintain their objection. One response was received and this was to support the amended proposals.

3. Recommendations

- 3.1 It is recommended that the Transport and Environment Committee sets aside the objections, ratifies the amended proposals and approves the implementation of the waiting and loading restrictions.

Mark Turley

Director of Services for Communities

Links

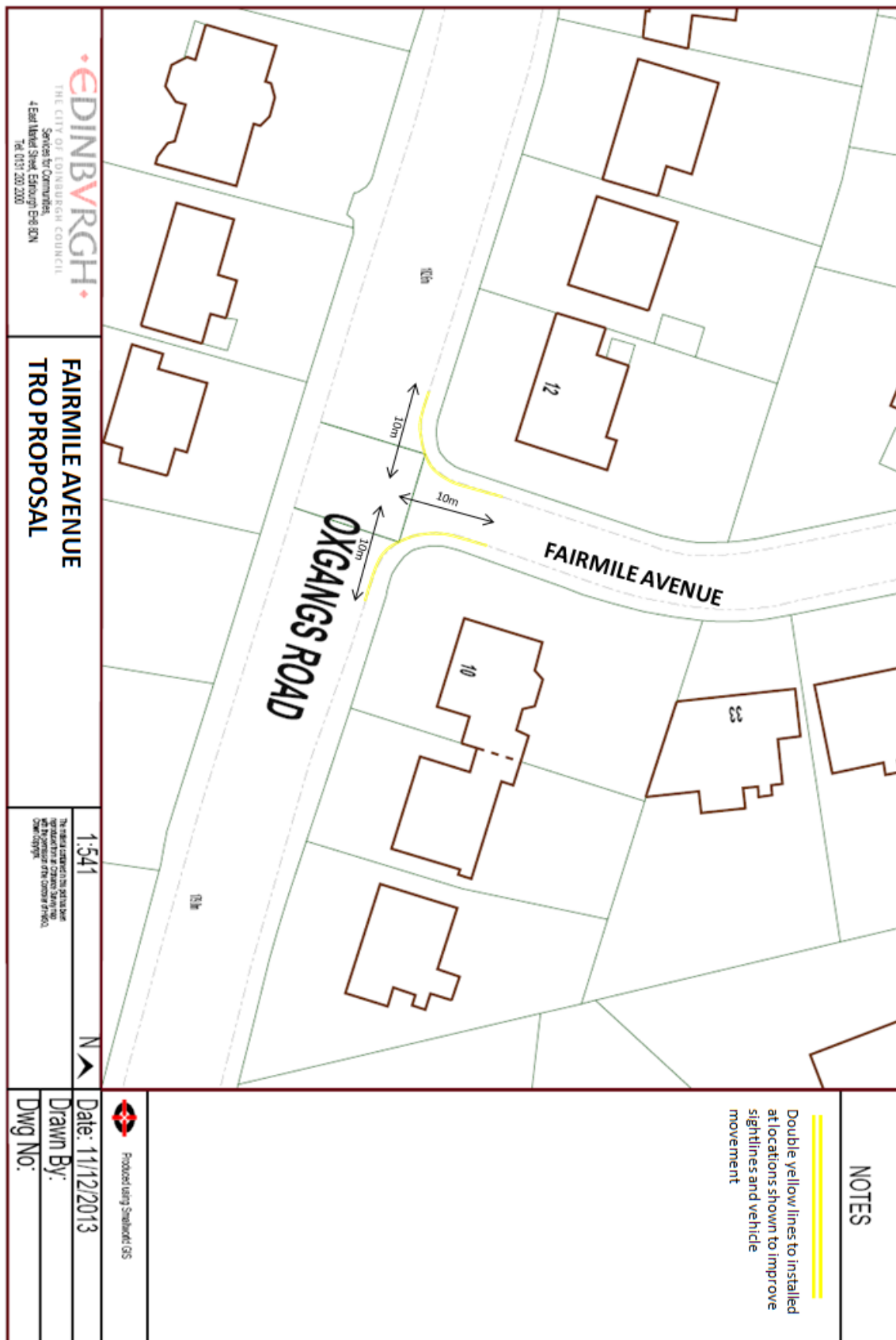
Coalition pledges

Council outcomes **CO21** – Safe- Residents, visitors and business feel that Edinburgh is a safe city
CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

Single Outcome Agreement **SO4** – Edinburgh’s communities are safer and have improved physical and social fabric

Appendices **Appendix 1** – Plan of Proposed Restrictions (as amended)
Appendix 2 – Original Plan of Proposed Restrictions

Appendix 1 – Plan of Proposed Restrictions (as amended)



NOTES

Double yellow lines to installed at locations shown to improve sightlines and vehicle movement

EDINBURGH
 THE CITY OF EDINBURGH COUNCIL
 Services for Communities
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**FAIRMILE AVENUE
 TRO PROPOSAL**

1:541
The scale indicated on this drawing does not necessarily represent the actual scale of the site.



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 Dwg No:

Appendix 2 – Original Plan of Proposed Restrictions

