

# Notice of meeting and agenda

## Transport and Environment Committee

**10 am Tuesday 3 June 2014**

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

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

### Contacts

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## **1. Order of business**

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

## **2. Declaration of interests**

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

## **3. Deputations**

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If any

## **4. Minutes**

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- 4.1 Transport and Environment Committee 18 March 2014 (circulated) - submitted for approval as a correct record
- 4.2 Transport and Environment Committee (Special Meeting) 29 April 2014 (circulated) – submitted for approval as a correct record

## **5. Forward planning**

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- 5.1 Transport and Environment Committee Key Decisions Forward Plan (circulated)
- 5.2 Transport and Environment Committee Rolling Actions Log (circulated)

## **6. Business bulletin**

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- 6.1 Transport and Environment Committee Business Bulletin (circulated)

## **7. Executive decisions**

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- 7.1 Transport and Environment Committee Policy Development and Review Sub-Committee Work Programme (circulated)
- 7.2 Delivery of the Local Transport Strategy 2014-19 – report by the Acting Director of Services for Communities (circulated)
- 7.3 Delivering the Local Transport Strategy 2014-2019: Parking Action Plan – report by the Acting Director of Services for Communities (circulated)
- 7.4 Delivering the Local Transport Strategy 2014-2019: School Streets - Update on Project Development – report by the Acting Director of Services for Communities (circulated)
- 7.5 Subsidised Bus Service Contracts: Update – report by the Acting Director of Services for Communities (circulated)
- 7.6 Leith Programme: Design and Implementation – report by the Acting Director of Services for Communities (circulated)

- 7.7 7% Budget Commitment to Cycling – report by the Acting Director of Services for Communities (circulated)
- 7.8 Development of Major Cycling and Walking Projects Implementation Plan – report by the Acting Director of Services for Communities (circulated)
- 7.9 20mph Speed Limit Roll Out - Consultation Proposal – report by the Acting Director of Services for Communities (circulated)
- 7.10 Pedestrian Crossing Prioritisation 2014/15 – report by the Acting Director of Services for Communities (circulated)
- 7.11 *improve it* Programme Final Update – report by the Acting Director of Services for Communities (circulated)
- 7.12 Edible Edinburgh - A Sustainable Food City Plan – report by the Director of Corporate Governance (circulated)
- 7.13 Landfill and Recycling – report by the Acting Director of Services for Communities (circulated)
- 7.14 Cleanliness of the City – report by the Acting Director of Services for Communities (circulated)
- 7.15 SEPA Consultation – Scotland River Basin District – report by the Acting Director of Services for Communities (circulated)
- 7.16 Declaration of Cammo Estate as a Local Nature Reserve - report by the Acting Director of Services for Communities (circulated)
- 7.17 Proposal for a Bill to extend the Pentland Hill Regional Park Boundary – consultation response - report by the Acting Director of Services for Communities (circulated)
- 7.18 Appointments to Working Groups, Etc 2014/2015 – report by the Director of Corporate Governance (circulated)
- 7.19 Council Energy Services Company - referral from the Economy Committee (circulated)
- 7.20 Tables and Chairs Summer Festival Trial in George Street – report by the Acting Director of Services for Communities (circulated)
- 7.21 Heat Generation Policy Statement – Scottish Government Consultation – report by the Acting Director of Services for Communities (circulated)

## **8. Routine decisions**

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- 8.1 Priority Parking Areas - TRO Consultation Responses – report by the Acting Director of Services for Communities (circulated)
- 8.2 Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road - Objections to Traffic Regulation Order – report by the Acting Director of Services for Communities (circulated)

- 8.3 Objections to Proposed Reductions to Lengths of Double Yellow Lines - South Morningside – report by the Acting Director of Services for Communities (circulated)
- 8.4 Objections to Various Proposed Parking Restrictions, Shandon – report by the Acting Director of Services for Communities (circulated)
- 8.5 High Hedges (Scotland) Act 2013 - Implementation of Provisions – referral from the Planning Committee (circulated)
- 8.6 The Edinburgh Living Landscape Programme - report by the Acting Director of Services for Communities (circulated)

## **9. Motions**

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### 9.1 Time to Cross – Motion by Councillor Bagshaw Committee:

1. Recognises the benefits of encouraging walking as a sustainable form of transport and the need to protect our most vulnerable road users, namely the young, the old and the disabled.
2. Further recognises that crossing the road is a key area of risk and stress for many pedestrians.
3. Acknowledges research from University College London showing that when children walk to school with their parents they walk at a speed of 0.9 m/s, yet the guidance for green man time on our signalised crossings is 1.2 m/s, and that the current assumed walking speed, which determines green man time, is too fast for 85% of women and 76% of men aged 65 and over.
4. Welcomes the Living Streets Time to Cross campaign to enable everyone to cross the road in comfort.
5. Instructs officers to examine the challenges for people safely and easily crossing the road, including waiting time, crossing time, provision of dropped kerbs and tactile paving, raised crossings and pedestrian priority while crossing at side-roads, and risky or illegal behaviour by different road users, and to identify and prioritise action where pedestrians are currently finding most difficult to cross.

### **Carol Campbell**

Head of Legal, Risk and Compliance

### **Committee Members**

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

## Information about the Transport and Environment Committee

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

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

### Further information

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

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

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

## Transport and Environment Committee

10.00 am Tuesday 18 March 2014

### Present

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

### 1. Deputation – Leith Central Community Council

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The Committee agreed to hear a deputation from Harald Tobermann representing Leith Central Community Council.

Mr Tobermann described Leith Walk as the most densely populated residential area in Edinburgh and as such it played a significant part in the economic viability of Edinburgh. Mr Tobermann said that Leith had been disproportionately impacted upon by the tram works and being asked to wait a further 2 years before The Leith Programme would be finished was unacceptable.

Mr Tobermann requested the Committee:

- 1) To remove itself from the legal process of the Traffic Regulation Order and focus on small scale projects; and
- 2) To establish a dedicated programme team to deliver the Leith Programme.

### Decision

The Convener thanked the Mr Tobermann for his presentation and invited him to remain for the Committee's consideration of the report by the Director of Services for Communities at item 3 below.

### 2. Deputation – George Street Association

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The Committee agreed to hear a deputation from Michael Apter, Josh Miller and Hamish Dobbie, representing the West End Association and the George Street Association.

Mr Apter stressed the importance of the tram stop at the West End and felt Leith Walk should also have this benefit. Mr Apter said that the tram developments had had a detrimental impact on the West End and to help facilitate the restoration of the West End asked the Committee to ensure the permeability of road access to the city centre. Mr Apter also highlighted some of the issues facing visitors and residents in accessing the West End by car.

Mr Miller supported the statements made by Mr Apter adding that the expected increase in economic activity that was expected once the tram works were removed had failed to materialise and that to help support struggling business access to the West End must be improved.

### **Decision**

The Convener thanked the Deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Director of Services for Communities at item 4 below.

### **3. Leith Programme – Update and Objections to Traffic Regulation Order and Redetermination Order – Leith Walk (Pilrig Street to Duke Street)**

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Details were provided of the objections received during the statutory consultation on the proposed Traffic Regulation Order and Redetermination Order to allow the next phase of The Leith Programme to be implemented. The report also updated members on work done to ensure 'best fit' between this Programme and any future tram construction works.

### **Decision**

- 1) To note the objections received to the advertised Traffic Regulation Order and the Council's comments in response.
- 2) To note that nine objections were received to changes to loading and unloading facilities that were proposed as part of the advertised Traffic Regulation Order and that the Council was obliged to hold a public hearing if any of these objections were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised Traffic Regulation Order to address the concerns raised by objectors over changes to waiting, loading and unloading facilities and that two objectors had agreed to withdraw their objections to the proposed changes to loading and unloading facilities if these amendments were made.
- 4) To set aside the objections that did not relate to proposed changes to loading and unloading facilities.
- 5) To approve the advertised Traffic Regulation Order in part, omitting three areas where there were unwithdrawn objections to proposed changes to loading and unloading facilities.
- 6) To instruct officials to write to the Scottish Government to propose that a public hearing be held into the unwithdrawn Traffic Regulation Order objections relating to Leith Walk just north of Pilrig Street, and between Jane Street and Casselbank Street.
- 7) To agree to initiate a new Traffic Regulation Order process, which would be required to make some of the amendments that were proposed to the advertised Traffic Regulation Order on Leith Walk immediately north of Balfour Street.

- 8) To approve the advertised Redetermination Order, revised to reflect the amendments that were proposed to the advertised Traffic Regulation Order.
- 9) To note the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the intention to report to Finance and Resources Committee to seek the required budgetary approval.
- 10) To note that the issues raised by the deputation and matters relating to interim repairs to pavements on Leith Walk would be discussed at the Leith Stakeholders meeting to be held on 20 March 2014.

#### **Declaration of Interest**

Councillors Bagshaw and Gardner declared a non-financial interest in the above item as Directors of Greener Leith.

(References – Finance and Resources Committee 31 July 2012 (item 3(b)); report by the Director of Services for Communities, submitted.)

#### **4. Post-Tram Construction – Review of Traffic Management and Interfaces**

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Information was provided on the implications on pedestrian, cyclist and road traffic movements around the city following the completion of construction works in respect of the Edinburgh Tram system.

#### **Decision**

- 1) To note the report.
- 2) To note 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) To note 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.
- 4) To monitor traffic movements around the city centre after commencement of tram passenger operations in order to identify emerging issues after this period and that a further report be submitted to Committee on 26 August 2014 which assesses the situation and brings forward proposals as appropriate; the report to also include an analysis of parking bay occupancy at the West End.
- 5) To ask the Director of Services for Communities to enter into discussions with West End residents and businesses on the issues around vehicular access raised by the deputation with a view to identifying a proposed solution and way forward.

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



## 5. Minutes

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### Decision

To approve the minute of the Transport and Environment Committee of 14 January 2014, as adjusted, as a correct record

## 6. Key Decisions Forward Plan

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

### Decision

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

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

## 7. Business Bulletin

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The Transport and Environment Committee Business Bulletin for 18 March 2014 was presented. The Committee also received a presentation on the key issues reviewed by the Transport Forum since June 2013.

### Decision

- 1) To note the Business Bulletin.
- 2) To note the presentation.

(Reference – Business Bulletin, submitted.)

## 8. Appointment to Working Groups Etc 2013-14

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

### Decision

- 1) To note that the Committee's Terms of Reference and Delegated Functions specified that the membership of the Committee's Policy Development and Review Sub-Committee would be the same as the parent Committee and that the Vice-Convener of the parent Committee would be the Convener of the Sub-Committee.
- 2) To appoint Councillor McVey to the Transport Forum, Duddingston Village Traffic Working Group and Zero Waste Cross Party Cross Council Working Group.
- 3) To agree that Councillor Hinds replace Councillor Child on the Carbon, Climate and Sustainability Working Group.
- 4) To appoint Councillor McVey (in his capacity as Vice-Convener of the Committee) to the Carbon, Climate and Sustainability Working Group, Leith Programme Oversight Working Group and Tram All Party Oversight Working Group.

- 5) To await the outcome of work done by members of the Transport Forum to scope ideas and options for a Walking Forum before appointing a new chair of the Cycle Forum.

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

## **9. Edinburgh Street Design Guidance – Draft for Consultation**

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Approval was sought for the new consolidated Street Design Guidance in draft for consultation. The Committee also viewed a presentation on how the values, key principles, aims and outcomes for the City had been established and developed.

### **Decision**

- 1) To note that the Planning Committee had approved the Edinburgh Street Design Guidance in draft for consultation in respect of planning considerations within its Terms of Reference.
- 2) To approve the Guidance for consultation in respect of transport and public realm matters within this Committee's Terms of Reference.
- 3) To note the presentation.

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

## **10. Edinburgh Roadworks Ahead Agreement 2014**

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Approval was sought for proposals to assist Road Services in executing its powers under the Transport (Scotland) Act 2005 in managing, co-ordinating and effectively controlling road occupations particularly by Public Utilities (PUs). The report proposed a way forward in partnership with PUs to deliver improved performance.

### **Decision**

- 1) To approve the changes to the Edinburgh Roadworks Ahead Agreement 2014.
- 2) To note that the performance of the revised Agreement was included in the quarterly performance reports currently presented to Committee.

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

## **11. Subsidised Bus Services – Ratho Village and Dumbiedykes**

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The options for a new subsidised bus service contract to serve Ratho Village were detailed together with the associated cost implications. Approval was sought for the award of contract being made on the basis of available funding.

### **Decision**

- 1) To note 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) To note that alternative solutions for a public transport link for Dumbiedykes were still being explored by officials, and that should these negotiations be successful any solution would, after consultation with the Convener and Vice-Convener be progressed by the Director of Services for Communities using delegated powers conferred by the Council's Contract Standing Orders.
- 3) To recognise the concerns expressed by the local community in Ratho, regarding the need for a public transport link to the city centre.
- 4) To consider a future link to the Edinburgh International Climbing Arena.
- 5) To further agree that the Director of Services for Communities report back once the new contact has been in place for 6 months to consider the two issues detailed at 3) and 4) above.

(References – Transport and Environment Committee 29 October 2013 (item 17); report by the Director of Services for Communities, submitted.)

## **12. Enhancing Communal Recycling Services**

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The challenges and opportunities associated with the provision of recycling facilities for people living in flats and tenements were highlighted. Approval was sought for the proposed piloting of a number of changes aimed at enhancing recycling provision. Commencement of a refurbishment programme to enhance and protect the assets provided for disposal of waste and recyclable materials was also proposed.

### **Decision**

- 1) To approve the development of two pilots; the outcome of which would be reported to Committee after completion of the pilots.
- 2) To approve the proposed three year rolling programme of bin repair and refurbishment to improve the appearance of on-street bins.
- 3) Outwith the pilot, to continue to provide extra bottle recycling facilities in tenemental areas where suitable.

(References - Transport and Environment Committee 27 August 2013 (item 20); report by the Director of Services for Communities, submitted.)

## **13. Landfill and Recycling Update**

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An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The positive trend in performance was continuing with the amount of waste sent to landfill reducing by 6425 tonnes (5.48%) in the period April 2013 and January 2014 compared to the same period for the previous year.

Information was also provided on ongoing engagement to promote recycling and on complaint numbers. In 2013/14 there had been on average 502 complaints per week. This was 29.5% less than the average number of complaints per week in 2012/13 (738 complaints per week).

## **Decision**

- 1) To note the report.
- 2) That the Director of Services for Communities arrange a workshop session on recycling participation rates and community based incentive schemes for a future meeting of the Policy Development and Review Sub-Committee.

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

## **14. Cleanliness of the City**

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The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in September 2013, was detailed. The City of Edinburgh Council had achieved a score of 71 with 95% of the streets surveyed achieving the nationally recognised standard of cleanliness, an improvement in seasonal cleanliness standards from December 2012 to December 2013.

## **Decision**

To note the report.

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

## **12. Tackling Dog Fouling in Edinburgh**

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An update was provided on the progress of pilot schemes and other initiatives used to tackle dog fouling in the city.

## **Decision**

- 1) To note the report.
- 2) To receive a further report on:
  - i) the implementation of the Pride Campaign after six months of operation, if funding was secured by Wastesites Scotland Limited; and
  - ii. other suitable dog fouling initiatives that could be implemented in Edinburgh.
- 3) To discharge 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.
- 4) To acknowledge the success of the "Dish the Dirt" Campaign operated jointly by the Council and the Evening News.

(References – Transport and Environment Committee 19 March 2013 (item 25); report by the Director of Services for Communities, submitted.)

### **13. Increase in Littering and Flytipping Fixed Penalty Notice Amounts**

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Following the recent Scottish Government National Litter Consultation, the prescribed amounts for litter and flytipping Fixed Penalty Notices would increase with effect from 1 April 2014 from £50 to £80 for littering, and from £50 to £200 for flytipping.

#### **Decision**

- 1) To note the report.
- 2) To request a further report in 12 months detailing the impact of the increase in terms of revenue and payment rates of the affected Fixed Penalty Notices.

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

### **14. Public Utility Company performance Quarter 3 2013/14**

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Performance information relating to public utility companies for the third quarter of 2013/14 (October to December 2013) was submitted.

#### **Decision**

To note the report and performance information and the arrangements for securing an improved performance level from Scottish Water.

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

### **15. Park and Pitch Drainage Programme**

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Twenty-four locations within parks and recreational grounds had been identified as requiring drainage improvements. An update was given on the progress made in delivering improvements to drainage.

#### **Decision**

- 1) To note the progress in implementing the park and pitch drainage programme.
- 2) To note that works on only seven of the 24 parks and recreational grounds identified as requiring drainage improvements could 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) To consider 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 to note that further information would be provided following completion of the Parks Events Manifesto consultation.
- 5) To refer the report to the Culture and Sport Committee for consideration.

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

## 16. Nuclear Submarine Dismantling at Rosyth – Environmental Statement Consultation

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The Ministry of Defence had decided that Rosyth Dockyard would be used to dismantle the decommissioned nuclear powered submarines stored afloat at the Base. As part of the regulatory approval process, Babcock, the company contracted to carry out the dismantling work to remove the radioactive material, were required to prepare an Environmental Statement for submission to the Health and Safety Executive.

The Council had been invited to comment on Babcock's application and decommissioning project.

### Decision

- 1) To note the report.
- 2) To approve the submission of the consultation response detailed at Appendix 1 of the report by the Director of Services for Communities.

(References – Transport and Environment Committee 4 June 2013 (item 24); report by the Director of Services for Communities, submitted.)

## 17. Trade Waste Pilot – Update

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An update was provided on progress on trials regarding timed trade waste collection windows in the following three pilot areas – Rose Street and its lanes, the High Street and Leith Walk

### Decision

- 1) To note the progress made to date.
- 2) To note that further reports would be provided including a full evaluation of the pilots after the summer festivals and information on the impact of the pilots on traffic movement and volume.
- 3) To record the Committee's thanks to all the staff involved in developing and progressing the trade waste pilot.

(References – Transport and Environment Committee 29 October 2013 (item 9); report by the Director of Services for Communities, submitted.)

## 18. Fairmile Avenue at Oxgangs Road – Proposed Waiting Restrictions

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Approval was sought to make a Traffic Regulation Order for double yellow line waiting and loading restrictions in Fairmile Avenue at its junction with Oxgangs Road.

### Decision

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

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

## Transport and Environment Committee

2 pm Tuesday 29 April 2014

### Present

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

### 1. George Street Experimental Traffic Regulation Order

The Committee had previously approved a 12 month trial project on George Street including the introduction of additional pedestrian space, a dedicated cycle route and a one way system for motor vehicles.

Details were provided of the objections received during the statutory consultation on the proposed experimental Traffic Regulation Order. Recommendations to address the objections received were also submitted.

### Decision

- 1) To agree that the necessary works to change signage and road layouts on George Street would commence on 16 June 2014, with the trial commencing in late July 2014 and running from the summer festival 2014 through to the summer festival in 2015.
- 2) To note that the Council would procure a year-long monitoring and research package to analyse the impact of the trial on George Street, on the surrounding city centre neighbourhood, and on businesses, pedestrians, cyclists, and different modes of transport which currently used George Street.
- 3) To note the responses to the objections and the steps taken to address those objections, including the contents of the research package.
- 4) To agree to set aside objections on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections would be further considered, tested and monitored throughout the trial period.
- 5) To note that a report would be brought to Committee in March 2015 analysing the trial's impact and making further recommendations based on the research outcomes.

(References – Transport and Environment Committee 19 March 2013 (item 28) and 29 October 2013 (item 5); report by the Director of Services for Communities, submitted)

# Key decisions forward plan Item 5.1

## Transport and Environment Committee

Period to August 2014

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Energy Policy	26 Aug 2014		Director of Services for Communities/ Director of Corporate Governance: John Bury <a href="mailto:john.bury@edinburgh.gov.uk">john.bury@edinburgh.gov.uk</a>	
2.	Edinburgh Public Realm Strategy - Prioritisation Process and Scope of Review	26 Aug 2014		Director of Services for Communities Lead officer: Karen Stevenson <a href="mailto:karen.stevenson@edinburgh.gov.uk">karen.stevenson@edinburgh.gov.uk</a>	
3.	Reduction of Speed Limit on Lasswade Road - Objections to Advertised Order	26 Aug 2014		Director of Services for Communities Lead officer: Callum Smith <a href="mailto:callum.smith@edinburgh.gov.uk">callum.smith@edinburgh.gov.uk</a>	
4.	Public Utility Company Performance 2013/14	26 Aug 2014		Director of Services for Communities Lead officer: Stuart Harding <a href="mailto:stuart.harding@edinburgh.gov.uk">stuart.harding@edinburgh.gov.uk</a>	



Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
5.	Bus Lane Network Review	26 Aug 2014		Director of Services for Communities Lead Officer: Len Vallance <a href="mailto:len.vallance@edinburgh.gov.uk">len.vallance@edinburgh.gov.uk</a>	
6.	Hunter's Hall Park Progress Summary	26 Aug 2014		Director of Services for Communities Lead Officer: Martin Macaulay <a href="mailto:martin.macaulay@edinburgh.gov.uk">martin.macaulay@edinburgh.gov.uk</a>	
7.	Charlotte Square - Public Realm, Public Hearing of Objections to Traffic Regulation and Redetermination Orders	26 Aug 2014		Director of Services for Communities Lead Officer: Alen Bowen <a href="mailto:alen.bowen@edinburgh.gov.uk">alen.bowen@edinburgh.gov.uk</a>	
8.	Achieving Excellence Performance report September 2013 – February 2014	26 Aug 2014		Director of Services for Communities Lead Officer: Gosia Szymczak <a href="mailto:gosia.scymczak@edinburgh.gov.uk">gosia.scymczak@edinburgh.gov.uk</a>	
9.	Landfill and recycling Update report	26 Aug 2014		Director of Services for Communities Lead Officer: Gail Rankin <a href="mailto:gail.rankin@edinburgh.gov.uk">gail.rankin@edinburgh.gov.uk</a>	
10.	Cleanliness in City	26 Aug 2014		Director of Services for Communities Lead Officer: Gail Rankin <a href="mailto:gail.rankin@edinburgh.gov.uk">gail.rankin@edinburgh.gov.uk</a>	
11.	Parks and Greenspace Edinburgh Parks Events manifesto - Review	26 Aug 2014		Director of Services for Communities Lead Officer: David Jamieson <a href="mailto:david.jamieson@edinburgh.gov.uk">david.jamieson@edinburgh.gov.uk</a>	

12.	Primary Authority	26 Aug 2014		Director of Services for Communities Lead Officer: Andrew Mitchell <a href="mailto:andrew.mitchell@edinburgh.gov.uk">andrew.mitchell@edinburgh.gov.uk</a>	
13	Waste Reduction	26 Aug 2014		Director of Services for Communities Lead Officer: Angus Murdoch <a href="mailto:angus.murdoch@edinburgh.gov.uk">angus.murdoch@edinburgh.gov.uk</a>	

# Item 5.1 Outstanding Actions

## Transport and Environment Committee

3 June 2014

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	18.03.2014	<a href="#">Edinburgh Road Works Ahead Agreement</a>	To ask Utilities to sign up to agreement and agree the document.	Stuart Harding Performance Manager	Autumn 2014		
2	18.03.2014	<a href="#">Leith Programme -</a>	To note the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the intention to report to Finance and Resources Committee to seek the required budgetary approval	Director of Services for Communities	Not specified		
3	18.03.2014	<a href="#">Post-Tram Construction – review of Traffic Management and Interfaces</a>	To monitor traffic movements around the city centre after commencement of tram passenger operations in order to identify emerging issues after this period and that a further report be submitted to Committee on 26 August 2014 which assesses the	Alasdair Sim, Interface Manager	26 August 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			situation and brings forward proposals as appropriate; the report to also include an analysis of parking bay occupancy at the West End.				
4	18.03.2014	<a href="#">Appointment to Working Groups Etc 2013-14</a>	To await the outcome of work done by members of the Transport Forum to scope ideas and options for a Walking Forum before appointing a new chair to the Cycle Forum.	Lesley Birrell, Committee Officer	Not Specified		
5	18.03.2014	<a href="#">Subsidised Bus Services – Ratho Village and Dumbiedykes</a>	To further agree that the Director of Services for Communities report back once the new contract has been in place for 6 months to consider the need for a public transport link to the city centre and a future link to the Edinburgh International Climbing Arena.	Ewan Horne, Senior Professional Officer	Not Specified		
6	18.03.2014	<a href="#">Tackling Dog Fouling in Edinburgh</a>	To receive a further report on: 1. the implementation of the Pride Campaign after six months of operation, if	Susan Mooney, Head of Service Community	End September 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>funding was secured by Wastesites Scotland Limited.</p> <p>2. other suitable dog fouling initiatives that could be implemented in Edinburgh.</p>	<p>Safety Kirsty Morrison, Community Safety Strategic Manager</p>			
7	18.03.2014	<a href="#">Increase in Littering and Flytipping Fixed Penalty Notice Amounts</a>	To 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.	Susan Mooney, Head of Service Community Safety and Libraries	Spring 2015		
8	18.03.2014	<a href="#">Park and Pitch Drainage Programme</a>	<p>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.</p> <p>To consider the options available should the Council wish to invest in reinforced surfacing or improved drainage/maintenance for</p>	David Jamieson, Parks and Greenspace	Autumn 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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				
9	18.03.2014	<a href="#">Trade Waste Pilot – Update</a>	To note that further reports will be provided including a full evaluation of the pilots after the summer festivals and information on the impact of the pilots on traffic movement and volume.	Lisa Paton, Business and Project Manager	Autumn 2014		
10	14.01.2014	<a href="#">Trees in the City – Finalised Policy and Action Plan</a>	To request a further report identifying any particular areas of the city where problems had been identified in relation to trees in close proximity to housing  To note that a further report detailing progress on the ‘Tree for Every Child’ project would be made to this Committee in due course	Keith Logie, Parks Development Manager	Autumn 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
11	14.01.2014	<a href="#">Street Lighting – Result of White Light Pilot</a>	To note that further business cases and models to upgrade the remaining stock would be reported to committee.	Keith Logie, Parks Development Manager	Not Specified		
12	14.01.2014	<a href="#">Zero Waste Project – Edinburgh and Midlothian - Residual Waste Treatment Progress Report.</a>	To note that a further report would be provided to the Council later this year recommending the appointment of a preferred bidder.	Gordon Pollock, Project manager, Waste/Fleet Services	Autumn/winter 2014		
13	14.01.2014	<a href="#">Parking Satisfaction Survey 2013 – The Results</a>	<p>To note a further report on detailed proposals for introducing shared-use parking places and visitors' parking permits would be submitted to a future meeting of this Committee.</p> <p>To approve further investigation into evening and weekend parking problems in residential areas and agree that a further report on this matter be submitted to a future meeting of</p>	Gavin Sherriff, Traffic Orders & Project Development Assistant	June 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			this Committee.				
14	14.01.2014	<a href="#">Proposed Changes to the Delivery of Road Safety Education, Training and Publicity – Police Scotland Withdrawal of Services</a>	To receive a further report on the future provision of Road Safety services to ensure statutory commitments were met.	Caroline Burwell, Road Safety Manager	Autumn/winter 2014		
15	14.01.2014	<a href="#">Public Bowling Greens</a>	To note the need to reduce the number of bowling greens to better reflect level of usage.  To approve in principle the process of investigating and agreeing alternative uses for each site.  To note the intention to submit a further report on the outcome of this work.	David Jamieson, Parks and Greenspace Manager	Not Specified		
16	29.10.2013	<a href="#">Parking in Central Edinburgh During the Winter</a>	To note that a further report would be submitted next year to the Committee on ways in	John Richmond, Senior	Business Bulletin agreed for 3 June TE		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Festival</a>	which sustainable transport contributed to positive promotion of the city centre.	Professional Officer, Traffic Orders	Committee.		
17	29.10.2013	<a href="#">Trade Waste Policy Options</a>	To note the intention to submit progress reports to this Committee on the outcome of the pilots before and after the Summer Festival Period.	Robert Turner, Trade Waste Project Officer	Autumn 2014		
18	27.08.2013	<a href="#">Local Transport Strategy 2014-2019 – Consultation Version</a>	That issues pertaining to City Centre Parking, Sunday Parking, Residents Parking/Controlled Parking Zones detailed within issues 6, 7 and 8 of the report by the Director of Services for Communities be addressed in an overarching parking action plan and reported back to the Transport and Environment Committee in mid 2014.	Clive Brown, Project Officer, Strategic Planning	Mid 2014		
19	27.08.2013	<a href="#">Request to Provide a Surface Crossing of the</a>	To refer the scheme back to a future meeting of the Transport and Environment Committee to	Mike Avery, Neighbourhood	Not specified		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Calder Road at Parkhead – Traffic Regulation Order</a>	commit to consider funding for the installation of a crossing as part of the current Budget Review.	Manager			
20	27.08.2013	<a href="#">Public and Accessible Transport Action Plan – Report on Consultation</a>	To note that the review of future Community and Accessible Transport provision now comprised a separate workstream which would be completed by April 2014 and reported to a future meeting of the Committee.	Chris Day, Project Officer	April/June 2014		
21	27.08.2013	<a href="#">Public Utility Company Performance 2012/3 and First Quarter 2013/14</a>	To agree that quarterly performance reports would be submitted to future meetings of the Committee.	Stuart Harding, Performance Manager	Ongoing		
22	27.08.13	Climate Change Adaptation Framework	To note that a Climate Change Adaptation Framework was being prepared by the City of Edinburgh Council in consultation with relevant stakeholders, which would be presented to Committee in due	Nick Croft, Corporate Governance	Not specified		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			course.				
23	27.08.2013	<a href="#">Energy Policy</a>	To receive annual reports on the implementation of the policy outlining progress made against policy objectives and targets.	Mark Steed, Head of Corporate Property  Jenny Fausset, Senior Policy Officer	Annual/ Ongoing		
24	27.08.13	Cleanliness in the City and Shipshape Initiative	To request the Director of Services for Communities to meet with Political Group Spokespersons to review the City's programme of cleanliness over the summer months and the level of resources deployed; any proposed actions to be reported back to the Committee together with an update on the Shipshape initiative.	Director of Services for Communities			
25	27.08.2013	<a href="#">Heritage Lottery Funding Approved – Saughton Park and Gardens</a>	To note the intention to submit a further more detailed report at the end of the Development Phase in 2015.	David Jamieson	2015		
26	04.06.2013	<a href="#">Public Realm</a>	To agree to a review of the	Karen	Later in 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Strategy – Annual Review 2012 - 2013</a>	Public Realm Strategy.	Stevenson, Senior Planning Officer			
27	04.06.2013	<a href="#">Bus Lane Camera Enforcement Expansion and Bus Lane Network Review</a>	To note that the bus lane network review would be completed by late summer 2013 and that any recommended changes to bus lane hours or permitted vehicle classes would be reported to a future meeting of the Committee.	Len Vallance, Senior Professional Officer, Projects Development	August 2014		
28	04.06.2013	<a href="#">Bike Lease Scheme and Promotion of Cycling (response to Motion by former Councillor Gordon Mackenzie)</a>	To note that a further report would be made to the Committee following completion of the investigatory work and prior to appointing any operator.	BRIAN SHARKIE Projects Development Manager	Not specified		
29	19.03.2013	<a href="#">Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders</a>	To note that a further report on the proposed implementation of a 20mph speed limit on Charlotte Street and the wider residential area would be brought to the Committee.	Alan Bowen, Senior Professional Officer	Winter 2014		
30	19.03.13	Leith Programme – Consultation and Design	To agree that officers hold discussions with relevant stakeholders on signage and	Director of Services for Communities			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			branding and report back to a future Transport and Environment Committee				
31	19.03.2013	<a href="#">Improving Air Quality in Edinburgh – Low Emissions Zone (LEZ) Options</a>	To agree that feasibility assessments and associated comparison studies are commenced following publication of the Scottish Government's forthcoming National Framework for Low Emissions Zones.	Susan Mooney, Head of Service Dr Andrew Mackie, Environmental Health & Scientific Services Manager	August 2014		
32	19.03.2013	<a href="#">Review of Provision of Scientific Services in Scotland</a>	To agree to receive a further report to update the Committee on progress following the review of options and the publication of a business case in late summer 2013.	Susan Mooney, Head of Service Dr Andrew Mackie, Environmental Health & Scientific Services Manager	August 2014		
33	19.03.2013	<a href="#">Emergency Water Ingress Charges</a>	To agree that the revised charging arrangements be monitored and reviewed and that a further report be presented to the Committee in one year's time.	Susan Mooney, Head of Service Dr Andrew Mackie, Environmental Health &	August 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Scientific Services Manager			
34	19.03.2013	<a href="#">ECOSTARS Edinburgh</a>	To instruct officers to assess the provision of additional benefits from membership of the scheme, which could encourage other fleet operators to join and report any proposals back to the Committee.	Susan Mooney, Head of Service Dr Andrew Mackie, Environmental Health & Scientific Services Manager	August 2014		
35	19.03.2013	<a href="#">ECOSTARS Edinburgh</a>	To request a further report prior to the end of the Intelligent Energy Europe (IEE) funded period, to include proposals for continuation of the project beyond May 2014.	Susan Mooney, Head of Service Dr Andrew Mackie, Environmental Health & Scientific Services Manager	August 2014		
36	15.01.13	<a href="#">Automated Recycling Points</a>	To provide a further report once the findings of the Zero Waste Scotland pilot became known.	Angus Murdoch, Strategy and Recycling Officer	Not specified		
37	15.01.13	<a href="#">Utility Company Performance</a>	To agree that quarterly performance reports would be	Tony Lear, Business	Ongoing		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			submitted to future meetings of the Committee.	Performance Manager			
38	23.11.12	<a href="#">Pedestrian Crossing Prioritisation – Construction List</a>	To include in a future report a review of the prioritisation of existing traffic lights without a pedestrian crossing sequence and associated funding implications.	Stacey Skelton Transport Officer, Road Safety	Autumn 2014		



## Transport and Environment Committee

**10 am Tuesday 3 June 2014**

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



# Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="167 387 411 461">Convener Cllr Lesley Hinds</p>  <p data-bbox="167 936 419 1010">Vice Convener Cllr Adam McVey</p> 	<ul style="list-style-type: none"> <li data-bbox="592 371 919 405">• Cllr Robert Aldridge</li> <li data-bbox="592 456 911 490">• Cllr Nigel Bagshaw</li> <li data-bbox="592 542 874 575">• Cllr Gavin Barrie</li> <li data-bbox="592 627 863 660">• Cllr Chas Booth</li> <li data-bbox="592 712 884 745">• Cllr Deidre Brock</li> <li data-bbox="592 797 879 831">• Cllr Karen Doran</li> <li data-bbox="592 882 887 916">• Cllr Nick Gardner</li> <li data-bbox="592 967 895 1001">• Cllr Allan Jackson</li> <li data-bbox="592 1052 847 1086">• Cllr Karen Keil</li> <li data-bbox="592 1137 839 1171">• Cllr Alex Lunn</li> <li data-bbox="592 1223 898 1256">• Cllr Mark McInnes</li> <li data-bbox="592 1308 906 1341">• Cllr Joanna Mowat</li> <li data-bbox="592 1393 826 1426">• Cllr Ian Perry</li> <li data-bbox="592 1478 898 1552">• Cllr Andrew Burns (ex officio)</li> <li data-bbox="592 1603 943 1677">• Cllr Steve Cardownie (ex officio)</li> </ul>	<p data-bbox="1074 371 1345 483">Marie Craig Business Manager <b>a</b> 0131 529 7739</p> <p data-bbox="1074 542 1361 654">Jemma Blackwood Business Manager <b>a</b> 0131 5290 3473</p> <p data-bbox="1074 712 1361 824">Lesley Birrell Committee Services <b>a</b> 0131 529 4240</p> <p data-bbox="1074 882 1361 994">Stuart McLean Committee Services <b>a</b> 0131 529 4106</p>

### Sustainable Lighting Strategy

A Sustainable Lighting Strategy for Edinburgh was approved by the Planning Committee on 14 June 2012.

On 15 May 2014 The Planning Committee heard of the Progress made on a number of strands of the strategy which will assist in realising the objectives of the Sustainable Lighting Strategy for Edinburgh and agreed to refer it to the Transport and Environment Committee for interest.

Historic Lighting is being reintroduced to key streets, key buildings and features are being re-lit using new technology, lighting is being used for art installations and city dressing initiatives and street lighting is being improved to respond to adaptive technologies, reducing impacts on night skies.

### Alive after Five

The 'Alive after Five' campaign, operated by the Council in partnership with [Essential Edinburgh](#) and [Marketing Edinburgh](#), was designed to boost retail activity and promote the east end, west end and city centre during the 2013/14 winter festival.

As part of the campaign, from 2 to 28 December 2013, drivers could park for free after 5.00pm or 5.30pm, depending on the location, at certain pay and display parking places within the Central, Peripheral and Extended Controlled Parking Zones.

Essential Edinburgh submitted a report, prepared by Lynn Jones Research, entitled 'Alive after Five Campaign Evaluation' to the Council in January 2014 (Appendix 1). While the report deemed the campaign had been a success it also concluded that, '... the Alive After Five campaign should concentrate more on offering and promoting extended shop opening hours compared to free parking as free parking is not considered important to the majority of Edinburgh evening visitors'. This conclusion supported a previous report, which found that the parking element of the Alive after Five scheme was not the major incentive for people to come in to the city.

The findings of two reports and further discussions with Essential Edinburgh have led to the decision that free parking should not be included as part of any future 'Alive after Five' campaigns. It has been agreed that Essential Edinburgh should continue to promote sustainable travel options, to those who wish to benefit from extended shop opening hours.

For further information, see:

[Planning Committee 14 June 2012](#)

[Planning Committee 15 May 2014](#)

[Parking in Central Edinburgh During the Winter Festival](#) – report submitted to Transport and Environment Committee 29 October 2013

[Marketing Edinburgh / Essential Edinburgh – Edinburgh's City Centre Evening Experience Survey Results](#). – report presented to the Policy Development and Review Sub-Committee of the Transport and Environment Committee on 10 May 2013

## Flood Risk Management

## Characterisation

The Flood Risk Management (Scotland) Act 2009 (FRM Act) requires the production of Flood Risk Management Plans covering 14 Local Plan Districts, which have been identified across Scotland. There will be two sets of complementary plans, Flood Risk Management Strategies produced by the Scottish Environment Protection Agency (SEPA) and Local Flood Risk Management Plans produced by lead local authorities. Edinburgh is in the Forth Estuary Local Plan District.

This is the process of identifying potential sources of flooding and the receptors that could be impacted (commercial and domestic properties, infrastructure etc) in the Potential Vulnerable Areas (PVAs) identified across Scotland

The Flood Risk Management Strategies will identify the main flood hazards and impacts, setting out objectives for reducing the risk of flooding and the best combination of actions to achieve this. The Local Flood Risk Management Plan takes these objectives and explains what actions will be taken to deliver them, within a six-year planning cycle. The first cycle will run from 2015 to 2021.

### Objectives

Having summarised causes and consequences of flooding in PVAs, objectives are set to reduce the potential risk of flooding.

The City of Edinburgh Council is the Lead Authority for the Forth Estuary District. This includes 13 other Local Authorities, SEPA and Scottish Water. Although the Lead Local Authority is responsible for the production of the Flood Risk Management Plan, its content will be drawn from, and agreed by, all local authorities, Scottish Water and SEPA within the Local Plan District.

### Shortlist

This is a screening exercise. Measures will be reviewed and prioritised.

Part of the plan development process involved the identification of a Short List of possible measures to manage flooding. This should take account of any proposed schemes, such as Water of Leith Phase 2.

Measures might include flood walls, storage reservoirs, bypass culverts, maintenance works, planning requirements, early warning systems etc.

SEPA is currently carrying out a process of appraisal for flood risk management measures to be included in the plans. This will identify a short list of proposed measures by March 2015. The process that produces the short list can be split into three distinct parts.

The Act requires consultation to start on the draft Local Flood Risk Management Plans in December 2014, and the final Local Flood Risk Management Plan to be completed by December 2015.

- 1- Characterisation
- 2- Objectives setting
- 3- Identifying a Short List of measure

It is intended that measures will apply across the relevant catchment area.

A consultant, appointed by SEPA, is progressing the Characterisation. It is intended to report this to the Transport and Environment Committee in November 2014, prior to the public consultation which will be led by SEPA

## **Flood Risk Management – continued**

In addition to the Local Plan District Partnership there is a requirement to put a board of senior officers in place, to which any issues can be escalated. It is intended the Head of Service for Transport should represent the City of Edinburgh Council on this Board.

## **Flood Risk Management - Forthcoming Activities**

The next step in the process will be the development and refining of objectives and the production of a short list of measures. The characterisation, objectives and short list of measures will be the subject of a public consultation which will be led by SEPA.

A report will be prepared for the Transport and Environment Committee in November 2014, prior to the public consultation period starting in December 2014.

SEPA intends to commence consultation in December 2014. Initially, the consultation will focus on characterisation with objectives being introduced part way through the process. It is anticipated that the short list of measures will be available for consultation over three months starting in March 2015. Prior to this a further report will be submitted to Committee in early 2015, seeking approval for the Short List of Measures.

The Scottish Government will confirm the prioritisation of measures when considering the plans from all 14 Districts.

The programme of work is as follows:

- 1 First Draft of Characterisation - May 2014
- 2 Commencement of Public Consultation - December 2014
- 3 Setting of Objectives - February 2015
- 4 Production of Short List of Measures - March 2015
- 5 Initial Findings of the Surface Water Management Integrated Catchment Study with Scottish Water - May 2015
- 6 Completion of Consultation - June 2015
- 7 Production of Flood Risk Management Plan

There will be a series of Business Bulletins to ensure Elected Members are fully informed. Committee Approval will be sought prior to setting of the Short List of Measures and completion of the Flood Risk Management Plan.

### **Forthcoming activities:**

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The Policy Development and Review Sub-Committee will meet on 3 June 2014 at the conclusion of the Transport and Environment Committee.

The next meeting of the Transport and Environment Committee will be at 10 am on Tuesday 26 August 2014 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from Wednesday 20 August 2014.

## Transport and Environment Committee Policy Development and Review Sub-Committee

June 2014 to March 2015

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Bus Lane Network Review.	To provide an overview of progress.		Len Vallance		Public/Staff/Bus Operators/Taxi Operators/Private Hire Operators/Motoring Organisations.	To be confirmed.		3 June 2014
Bus / Tram Integration.	To provide an overview of progress		Ian Craig		Public/Staff/Transport for Edinburgh/ Passenger bodies.	To be confirmed.		3 June 2014
Traffic Signals: Constant Amber after Midnight.	To discuss this proposal.		John Bury		Public/Staff/ Councillors/ Bus Operators/ Road Safety groups/ Motoring Organisations.	New policy concept.		26 August 2014

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
20 mph network Roll Out.	To provide information on progress with consultation.		Programme Manager		Public /Staff / Residents / Bus Operators / Police Scotland / Motoring Organisations.	To be confirmed.		26 August 2014
Parking Action Plan Review.	To provide information on progress with Review.		John Bury		Public /Staff / Residents / Bus Operators / Police Scotland / Motoring Organisations / Retailers / Edinburgh Direct.	To be confirmed.		28 October 2014
Waste Reduction.	To provide an overview of policies for waste reduction.		Andy Williams		Changeworks/ Public/Staff/ Councillors/ SEPA.	To be confirmed.		28 October 2014
Attitudes and Participation for Recycling.	To provide an overview on attitudes and participation.		Andy Williams		Changeworks/ Public/Staff/ Councillors/ SEPA.	To be confirmed.		28 October 2014

Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Supported Bus Services.	To provide information on supported bus services in Edinburgh.		John Bury		Public /Staff / Residents / Bus Operators / Bus Users / Retailers / Edinburgh Direct.	To be confirmed.		13 January 2015
Options for Reducing City Centre Emissions.	To provide information on potential approaches to this process and an update on the Scottish Low Emissions Strategy.		John Bury		Public /Staff / Residents / Bus Operators / Freight Operators /Police Scotland / Motoring Organisations / Retailers / Edinburgh Direct.	To be confirmed.		13 January 2015
Active Travel Action Plan update.	To provide an update on progress with updating this plan.		John Bury		Public /Staff / Residents / Cycling Groups / Cyclists / Police Scotland.	To be confirmed.		9 March 2015



Title / Description	Sub section	Category or type	Lead officer(s)	Starting point	Stakeholders	Progress updates	Start date	Due date
Public and Accessible Transport Action Plan update.	To provide an update on progress with updating this plan.		John Bury		Public /Staff / Residents / Bus Operators / Bus Users / Retailers / Edinburgh Direct.	To be confirmed.		9 March 2015

# Transport and Environment Committee

1000 hrs, Tuesday, 3 June 2014

## Delivery of the Local Transport Strategy 2014-2019

Item number	7.2
Report number	
Executive	
Wards	All

### Executive summary

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This report seeks approval for the delivery and monitoring arrangements proposed for the implementation of the new Local Transport Strategy 2014-2019. It also notes the intention to review the governance and funding arrangements for the Active Travel Action Plan.

### Links

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Coalition pledges	<a href="#">P18</a> , <a href="#">P19</a> , <a href="#">P45</a> , <a href="#">P46</a> , <a href="#">P50</a>
Council outcomes	<a href="#">C09</a> , <a href="#">C019</a>
Single Outcome Agreement	All

## Delivery of the Local Transport Strategy 2014-2019

### Recommendations

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- 1.1 To approve the delivery and monitoring arrangements for the implementation of the Local Transport Strategy 2014-2019.
- 1.2 To note the intention to review the governance and funding arrangements for the Active Travel Action Plan and in the meantime the intention to continue the employment of the Active Travel (Walking) officer. These matters will be the subject of a report to Committee, before the end of 2014.

### Background

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- 2.1 At its meeting on 14 January 2014 Committee authorised the draft Local Transport Strategy 2014–2019.
- 2.2 This report seeks approval for the delivery and monitoring arrangements proposed for the implementation of the new Local Transport Strategy 2014-2019.

### Main report

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- 3.1 At its meeting on 14 January 2014, Committee agreed a report entitled “*Local Transport Strategy 2014-2019*”, which authorised the new Local Transport Strategy 2014–2019 and the use of a more defined set of three, high–level, indicators to monitor progress with the new strategy.
- 3.2 The three main, high-level, targets identified in the new Local Transport Strategy to be monitored are:
  - Modal share for all trips by residents in the City of Edinburgh Council area.
  - Modal share for travel to work.
  - Road Safety Targets for reductions in the number of people killed or seriously injured in road traffic collisions.

3.3 The Local Transport Strategy includes 88 actions needed for the implementation of policies that will, collectively, contribute towards the three high-level targets. These actions will be incorporated into the Action Plans on Road Safety, Active Travel, Intelligent Travel Systems, Parking, Public and Accessible Transport and Roads and Pavement Maintenance, which support the Local Transport Strategy. From the 88 actions, the Local Transport Strategy identified five that would be given priority in 2014. Three priority actions will be implemented as part of Action Plans:

- Road Safety and Active Travel Action Plans - Consulting with the public and stakeholders on detailed proposals for the 20mph network for the city centre, main shopping streets and residential areas. A new action in this Plan, arising from the Issues for Review consultation, is to pilot the introduction of Schools Streets at three to five locations. A separate report on the draft 20mph network for consultation is scheduled for consideration by Committee on 3 June 2014.
- Parking Action Plan - Reviewing city centre parking, Sunday parking and Residents' parking as part of an overarching Parking Action Plan. Proposals for taking this forward are being reported to this Transport and Environment Committee.
- Public and Accessible Transport Action Plan - Investigating a proposal for supported bus services, including pump-priming of new services. This will be tied to a review of the methodology for prioritising supported services, as set down in the Public and Accessible Transport Action Plan.

Two other priority actions, which will be implemented outside these Action Plans, are:

- Protecting our Environment - Evaluating options to reduce emissions in the city centre, with a view to reporting to Committee at the end of 2014. This work will be carried out in collaboration with the Scientific and Environmental Services functions. It will assist with the Council's Air Quality Action Plan and any local Low Emission Strategy that emerges from the Scottish Low Emissions Strategy during 2014.
- Travel Plans - Preparing a business plan for a new travel planning function in the Council. It is proposed to present this to Committee in September 2014.

3.4 To manage the process of delivering the Local Transport Strategy items, an officer level Local Transport Strategy Steering Group will be established, involving staff from Transport, Economic Development, Planning, Community Safety and the Neighbourhood Teams.

3.5 Officer level Action Plan Working Groups will be set up, with a remit to deliver the prioritised actions directly connected to their Action Plan. These Action Plan Working Groups will be supervised by and report to the Steering Group.

- 3.6 In addition to the above, there is an action in the Local Transport Strategy, concerned with the Refreshed Public Transport Strategy for the Queensferry Crossing. This strategy is the responsibility of Scottish Ministers. Working in partnership with West Lothian Council and Transport Scotland, the Council will commission a study of means of improving the public transport links through Newbridge.
- 3.7 Good progress has been made in implementing the cycling related actions in the Active Travel Action Plan (ATAP), but further resources are needed to help move forward with walking related actions. An officer, currently on secondment, is employed within the Strategic Planning team to progress walking related items in the ATAP and the preparation of the Council's Street Design Guidance. It is intended to continue and enhance progress with the walking aspects of the ATAP. With this in mind it is proposed to review the staff resources and funding of the ATAP, with a view to an increased commitment to walking, and report back to a future Committee with proposals. In the meantime, it is proposed to extend the secondment of the Active Travel (Walking) officer. This will be funded from existing budgets, including for Capital projects being led by the officer, with continuing match funding up to March 2015 being sought from Paths for All.
- 3.8 The outcomes and indicators from the Transport 2030 Vision were previously reported as part of the Transport Annual Report, considered by Committee. These are listed in Appendix 1 of the Local Transport Strategy document. However, this approach to monitoring was felt to be too complex and diverse to allow customers to focus on progress with the Council's policies. It is therefore desirable to develop a new, more focussed, approach to monitoring progress with the new Local Transport Strategy 2014–2019.
- 3.9 At the end of each financial year, commencing in mid 2015, Committee will receive a report on the monitoring of progress with the Local Transport Strategy 2014–2019. The report will cover high–level, Local Transport Strategy targets, and progress with the first set of priority actions. It will also suggest future priorities for action in the later years of implementing the strategy. Six months later, Committee will receive a Business Bulletin on progress with projects.

## Measures of success

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- 4.1 The establishment of a Local Transport Strategy Steering Group and Action Plan Working Groups for each of the associated Action Plans, by December 2014.
- 4.2 Delivery to Committee of a progress report on high–level indicators and priority actions, by March 2015.

## Financial impact

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- 5.1 The resource implications of individual projects and initiatives will be the subject of separate reports.
- 5.2 Implementation of the recommendations in this report will involve staff time during the financial years 2014–2015 to 2018–2019.
- 5.3 These costs will be met from the staff budget for Services for Communities.
- 5.4 Walking officer costs will be met from the approved Transport budget.

## Risk, policy, compliance and governance impact

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- 6.1 If the recommendations in this report are not accepted the impact would be:
  - a reduced ability to meet the targets in the Council's Local Transport Strategy 2014-2019; and
  - a reduction in progress on the walking related actions in the Council's Active Travel Action Plan.

## Equalities impact

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- 7.1 The Local Transport Strategy 2014–2019 has been the subject of an Equalities and Human Rights Impact Assessment. Monitoring the progress of the Local Transport Strategy will help to assess the delivery process for actions that implement policies which enhance rights.
- 7.2 Monitoring will not infringe rights, particularly that of legal security.
- 7.3 The actions under the Parking Action Plan could include Sunday Controls. Sunday Controls will be subject to a consultation as part of the implementation process. These are known to be of concern to particular car using faith groups. Potential mitigation measures will be identified prior to the consultation.

## Sustainability impact

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

8.3 The proposals in this report will:

- reduce carbon emissions because the Local Transport Strategy 2014-2019 actions reduce the need for travel, encourage active travel and improve fuel efficiency;
- increase the city's resilience to climate change impacts because actions in the Local Transport Strategy 2014–2019 will reduce the need to travel and improve fuel efficiency;
- help achieve a sustainable Edinburgh because actions encouraging travel on foot, by bike and public transport improve air quality, road safety and personal health. Encouraging alternatives to car use assists with social inclusion;
- help achieve a sustainable Edinburgh because actions to encourage sustainable travel widens the jobs market for both employers and employees. It also assists in reducing congestion, which improves the efficient operation of the road network; and
- help achieve a sustainable Edinburgh because actions to encourage walking, cycling and public transport as alternatives to car travel will impact positively on energy efficiency.

## Consultation and engagement

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9.1 The draft Local Transport Strategy document was the subject of public and stakeholder consultation and comment during 2013.

## Background reading/external references

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A copy of the report to the 14 January 2014 Transport and Environment Committee, entitled: *Local Transport Strategy 2014–2019*, can be found at Council Papers OnLine, at:

[http://www.edinburgh.gov.uk/meetings/meeting/3067/transport\\_and\\_environment\\_committee](http://www.edinburgh.gov.uk/meetings/meeting/3067/transport_and_environment_committee)

### John Bury

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## Links

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<b>Coalition pledges</b>	<b>P18</b> – Complete the Tram in accordance with current plans. <b>P19</b> – Keep Lothian Buses in public hands and encourage the improvement of routes and times. <b>P45</b> – Spend five per cent of the transport budget on provision for cyclists. <b>P46</b> – Consult with a view to extending current 20mph zones. <b>P50</b> – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.
<b>Council outcomes</b>	<b>CO9</b> – Edinburgh residents are able to access job opportunities. <b>CO19</b> – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm.
<b>Single Outcome Agreement</b>	All
<b>Appendices</b>	None.



# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

<b>Item number</b>	7.3
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	5 – Inverleith 9 – Fountainbridge/Craiglockhart 10 – Meadows/Morningside 11 – City Centre 12 – Leith Walk 15 – Southside/Newington

### Executive summary

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At its meeting of 14 January 2014, the Transport and Environment Committee considered reports on the Local Transport Strategy 2014-2019 (LTS) and the results of the Parking Satisfaction Survey.

The new LTS contains a number of objectives and policies related to parking and commits to taking forward a series of related actions, as part of a revised Parking Action Plan. This report sets out a proposed way forward towards implementing the actions, thereby assisting the Council in meeting objectives within the LTS. It includes anticipated timescales and associated cost implications.

The results of the Parking Satisfaction Survey revealed clear support for the roll-out of shared-use parking and visitor permits. These are actions already within the Parking Action Plan.

This report details how the proposed actions, and their outcomes, can be achieved. Further reports on progress on the various elements will be submitted to future meetings of this Committee.

### Links

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#### Coalition pledges

**Council outcomes** [CO22](#), [CO23](#), [CO24](#) and [CO26](#)

**Single Outcome Agreement** [SO4](#)

## Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the content of this report;
  - 1.1.2 agrees to the commencement of the preparatory and investigatory work on the individual workstreams identified within this report; and
  - 1.1.3 requests that a report be submitted to Committee in January 2015 that will cover: shared use parking, visitor permits, the overall approach to charging, Sunday parking on main routes, extending controls to evenings and weekends and measures to manage demand for permits.

### Background

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- 2.1 At its meeting of 14 January 2014, Committee approved the adoption of the draft Local Transport Strategy 2014-2019 (LTS), setting out the transport policies and actions for the next six years.
- 2.2 At the same meeting, Committee considered a report on the findings of the recently conducted Parking Satisfaction Survey. Almost 70,000 leaflets were distributed within the Controlled Parking Zones (CPZ) and Priority Parking Areas (PPA), seeking opinions on parking within these areas of parking controls. Having analysed the responses that were received, the report noted that the main concerns expressed by respondents were related to difficulties in finding parking space and a desire to see Visitor Permits introduced across the CPZ.
- 2.3 The LTS sets out nine high level outcomes – parking and its management is fundamental to delivering all nine. It includes eight objectives and a policy framework relating to parking. The Council has an existing Parking Action Plan, set out in the previous LTS 2007, which seeks to deliver its policies and objectives. The new LTS commits to review this action plan.

- 2.4 This report sets out new and revised actions that relate to on-street parking within the Controlled Parking Zone (CPZ). In doing so it builds on the 2007 Parking Action Plan, the short term actions listed in the LTS and on public feedback received to the Parking Satisfaction Survey. In addition, consideration is also given to other potential changes that would ensure that parking across all controlled areas is treated in an equitable manner and to the maximum benefit of its users.

## Main report

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- 3.1 This report gives details of eight broad themes or distinct proposals related to on-street parking provision within the CPZ. It provides a brief description of the nature of each theme/proposal, explaining the policy reasons behind each and indicating the necessary work required to bring forward detailed proposals. Where possible, indications of anticipated timescales and budgetary requirements will also be provided.

### Rollout of Shared-Use Parking

- 3.2 CPZs are typically introduced in areas where competing demands result in a need for parking management. In Edinburgh, until 2006, that management took the form of allocating space to specific user groups, such as permit holders, pay-and-display users etc. While this approach has allowed the CPZ to cater for those groups individually, it allows very little flexibility. As situations change, parking allocation may also be changed, through the necessary legal process.
- 3.3 In 2006 and 2007, the implementation of the extended zones of the CPZ introduced Shared-Use parking to Edinburgh. While some space was allocated for particular groups, Shared-Use offered parking provision that was inherently flexible, being usable for different purposes. In particular, Shared-Use offered permit holders and pay-and-display customers the opportunity to share the same on-street space.
- 3.4 It is evident from looking at parking patterns for many areas in the city that residential parking demand is highest from late afternoon through to early to mid-morning. Between mid-morning and late afternoon residential demand drops, but demands for other uses, such as pay-and-display, rises. In a CPZ where all space is allocated to particular uses, this difference in demand results in empty permit holder spaces that cannot be used for other purposes and too few pay-and-display opportunities.

- 3.5 Within the original ten zones of the CPZ demand for permit space outstrips supply. Throughout the working day, however, many permit spaces lie unused. Shared-Use is unlikely to address fully the current over-subscription of resident permits that exists within the CPZ. It has the potential, however, to redress at least some of the current imbalance by giving permit holders access to additional space, whilst allowing others to use that same space at other times of the day when there are lower levels of residential demand.
- 3.6 The results of the Parking Satisfaction Survey showed that one of the main concerns that residents of the CPZ had was a lack of available space. They also indicated that there was broad support for the notion of Shared-Use parking.
- 3.7 While shared use parking already exists within the central and peripheral zones of the CPZ, these have been introduced in response to permit holder complaints as a means of addressing local parking pressures. To date, just over five hundred shared use spaces exist within these ten zones, with almost four hundred of those being located within zones 1 to 4.
- 3.8 With a commitment to introduce shared use parking within the LTS and evidence of public support for such provision, it is now proposed to prepare a detailed proposal, with objectives in line with the new Local Transport Strategy and draft Street Design Guidance. In summary, the objectives would be:
- (a) to increase the supply of on street parking available for residents' use;
  - (b) to increase the ability of shoppers and other visitors to park in locations convenient to them;
  - (c) to protect the ability of pedestrians to cross streets on desire lines;
  - (d) to protect and improve conditions for cyclists and for buses and bus passengers; and
  - (e) to ensure that sufficient opportunities for loading exist.
- 3.9 In order to realise an increase in the amount of space available it will be necessary to transfer existing single yellow line provision to shared use parking places. Simply changing existing parking places to shared use would not gain sufficient space either to improve parking availability for residents or to support other elements of the Parking Action Plan, such as evening or weekend parking controls.
- 3.10 These objectives behind shared use parking will mean that the outcomes of the process are likely to be:
- (a) a significant transfer of existing permit holder parking places and pay-and-display parking places to Shared-Use; and
  - (b) a transfer of existing single yellow lines, to Shared-Use.

- 3.11 Pay-and-display parking will need to be retained in locations where there is a clear demand for allocated space and/or a clear risk that shared use parking would undermine economic vitality. For example, speciality shops may justify retaining small numbers of pay-and-display spaces nearby and there is a need to protect pay-and-display parking in or near key shopping streets.
- 3.12 Stretches of yellow line will need to be retained in order to meet the objectives relating to pedestrians, cyclists, bus users and loading. It should be noted that, in the case of loading, this activity is already permitted by goods vehicles, for up to 30 minutes, in both shared use and permit parking places. However, it would be proposed to retain key areas of existing yellow line where there would be higher than average demand for loading facilities.
- 3.13 One of the major costs associated with the roll-out of shared use is potentially the provision of additional ticket issuing machines. However, with RingGo (the system that the Council uses to allow payment for parking via mobile devices) usage levels rising year on year (currently 20% of all transactions, accounting for around 30% of pay and display income) it is considered that there is an opportunity to minimise the number of new ticket machines to be installed, reducing the likely overall cost of the proposal.
- 3.14 It is anticipated that the preparatory work required, the design work and the drafting of the traffic order will take between four and six months to complete, at which time a report will be submitted to a meeting of this Committee. That report will detail the costs involved in taking the project forward, plus an indication of the timescales involved in implementation. In order to contain the likely costs within existing budgets, Shared-Use parking would need to be rolled out to the ten zones of the original CPZ over a period of three consecutive financial years, potentially commencing in the year 2015/16.
- 3.15 However, should the introduction of Sunday and evening restrictions be approved then a simultaneous, rather than staggered, introduction of all new restrictions would be recommended. This would require substantial investment in one financial year, potentially 2015/16.
- 3.16 It is anticipated that it should be possible to return to Committee with a costed proposal in early 2015.

### **Introducing Visitor Permits across the CPZ**

- 3.17 Visitor Permits were introduced to the extended zones of the CPZ at the time of their implementation. Whilst uptake of these permits has not been as high as anticipated (approximately 100,000 issued each year), they are clearly popular with many residents as a means of providing parking for their visitors, or for tradesmen.
- 3.18 The Parking Satisfaction Survey also revealed support for Visitor Permits from within the original CPZ. On this basis it is proposed, as part of the rollout of Shared-Use, to extend the availability of Visitor Permits to all zones.

- 3.19 At present, every household within the extended zones of the CPZ is entitled to up to 150 Visitor Permits every calendar year. Permits are sold in books of ten, with each book costing £6. With each permit being valid for 90 minutes of parking this equates to an hourly rate of £0.40. This rate is significantly cheaper than the majority of pay-and-display facilities that exist within the CPZ.
- 3.20 As part of the rollout of Visitor Permits to other parts of the CPZ, consideration will need to be given to the charging structure proposed.
- 3.21 This aspect of the Parking Action Plan is directly linked to the rollout of shared-use parking. Shared-use will provide additional parking space that will help to accommodate the anticipated extra demand from visitor permit holders. It is considered important that the rollout of visitor permits should proceed only as part of the wider introduction of shared-use.

### **Overall Approach to Charging**

- 3.22 Edinburgh operates a range of parking options, ranging from limited waiting, pay-and-display and resident permit schemes to permits for tradesmen, retailers, visitors, businesses and healthcare workers.
- 3.23 Within this element of the Parking Action Plan it is proposed to formulate a cohesive approach to the way that the Council both applies and changes charges.
- 3.24 Consideration will be given to the preparation of a medium to long-term, structured approach to changes in both permit charges and pay-and-display prices.
- 3.25 At present, pay-and-display parking operates during the entire period of control within the CPZ. Pay-and-display parking tends to peak through the middle of the day, with such facilities being underused at other times. The possibility of either free or reduced rate periods, that could be applied either across the CPZ or in certain locations, will be investigated. This could help to ease pressure in the busiest areas by encouraging some users to park at different times of the day, or in different areas of the CPZ.
- 3.26 As detailed later within this report, there are strong indications that there is support from residents for extending controls to evenings and weekends. The LTS gives a commitment to investigate such extensions of control. There would be scope, under any such proposal, to consider whether pay-and-display parking during these extended hours should operate at different charging rates or whether there could be periods during which no charges were applied.
- 3.27 Consideration will also be given to extending charging to cover existing facilities which are currently free to use, such as in limited waiting places that exist elsewhere within the city. The existing arrangements for motorcyclists, where no charges are applied for motorcycle parking, will continue in recognition of the operational difficulties involved in motorcyclists displaying proof of payment.

## **Sunday Parking on Main Routes**

- 3.28 The LTS contains a commitment to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:
- (a) the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on existing days of control;
  - (b) considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday; and
  - (c) considering to what extent residents' parking controls will need to operate.
- 3.29 Currently, Sunday restrictions are largely limited to double yellow lines. Since these typically cover junctions, but not those lengths of road between junctions, many of the busiest main routes have little or no restrictions on Sundays.
- 3.30 While traffic flows on Sundays are different to those on other days of the week by both volume and pattern, many city centre shops and attractions are now open all weekend. There are, therefore, not only significant volumes of traffic on Sundays, but there is also considerable demand for uncontrolled on-street parking space. One of the impacts of this demand is parking taking place on uncontrolled main routes, resulting in a reduction of many routes to single lane in either direction. This impacts on the general flow of traffic and particularly on the timetabling and journey times of bus services. It also significantly worsens road conditions for cyclists and can block pedestrian crossing points.
- 3.31 In line with the LTS commitment, it is, therefore, proposed to develop proposals for extending existing restrictions to operate on Sundays.
- 3.32 It will be necessary to conduct an assessment of main routes in order to identify the extent of any potential restrictions. Consideration will need to be given to the potential impact of additional controls in adjacent areas.
- 3.33 This element of the Parking Action Plan has strong linkages to the general extension of controls to weekends and evenings, as detailed in the following section. These elements will therefore need to be considered simultaneously.

## **Extending Controls to Weekends and Evenings**

- 3.34 In the results of the recent Parking Satisfaction survey, approximately 73% of residents indicated that it was difficult to find parking near to their homes in the evenings, whilst 43% indicated the weekends. The LTS committed to early consideration of extending the hours of control.
- 3.35 The operational times of the CPZ vary. Within Peripheral and Extended areas, controls end at 5.30pm Monday to Friday, whilst the Central area controls end at 6.30pm.

- 3.36 With many shops and businesses remaining open for longer hours, and restaurants, theatres and other leisure venues attracting customers well into the evening, there is significant pressure on the available kerbside space. In addition, residents could reasonably be expected to have a greater need to park near to their homes in the evenings but the non-residential demand that exists after the end of the controlled hours could make finding a parking space difficult.
- 3.37 A similar situation exists at weekends, with Saturday controls limited to Zones 1 to 4. These controls pre-date the advent of widespread Sunday trading, where many retail businesses now operate on Sundays in much the same way as on other days of the week.
- 3.38 In view of the responses to the Parking Satisfaction Survey and the commitment given within the LTS, it is therefore now proposed to consider the introduction of controls on parking places that would extend into the evenings and weekends.
- 3.39 This element of the Parking Action Plan has strong linkages to the proposed rollout of Shared-Use parking. With demand for resident permits likely to increase as a result of extending the hours of control, increasing the amount of parking provision available to permit holders would be a pre-requisite to longer hours of control.
- 3.40 Consideration will be given to the potential hours of control, what charges might apply and the extent to which controls might be extended.

#### **Measures to manage demand for permits**

- 3.41 Within many of the individual zones of the CPZ there is significant pressure on permit holder parking. Car ownership levels and limited availability of off-street parking associated with residential properties have resulted in there being more permits than there are spaces available.
- 3.42 While shared-use is expected to go some way to redressing this imbalance between permits and spaces, there is scope to consider other measures to manage the demand for permits.
- 3.43 One possible means of managing this demand would be to increase the existing differential between the cost of a first permit and the cost of a second permit.
- 3.44 Another means of managing demand was considered by this Committee at its meeting of 4 June 2013, when the recommendations within a report entitled "Controlled Parking Zone – Amendments to Residents' Permits Eligibility" were approved. This facilitated the issue of permits to new build properties or to existing buildings that have been converted to residential use.
- 3.45 Such measures would also assist in the potential preparation for extending controls into the evenings or to weekends, by reducing the existing pressure on permit holder parking places.



## **Free Parking for City Car Club Cars**

- 3.46 As an alternative to private car ownership, the City Car Club continues to be an Edinburgh success story. With one of the largest car club memberships in the United Kingdom and an increasing membership and fleet, the success of the City Car Club is evidence that there is a growing appetite for car-sharing schemes in Edinburgh.
- 3.47 The car club makes an increasingly important contribution to reducing parking demand in the city, with over 100 car club cars replacing an estimated 600 privately owned vehicles.
- 3.48 Parking of City Car Club vehicles, when they are not rented is free of charge, in dedicated spaces. However, at present users are liable to pay normal parking charges. Furthermore those who do not own a car cannot make use of residents' bays, for example, to pick up and set down family members at the beginning and end of hires. With this in mind the LTS includes a commitment to implement free parking in public, residents and shared use spaces for City Car Club cars. The impact of this commitment requires further consideration, the outcome of which will be reported to Committee in January 2015.

## **Carers Permits**

- 3.49 One issue that was raised during the consultation for the extension of the CPZ was that of provision for those who care for ill or elderly residents within controlled areas.
- 3.50 Care is provided by organisations including the NHS and private companies as well as family and friends. Such care often involves either several daily visits or continual care over a period of several hours.
- 3.51 Carers who contacted the Council have indicated that the current situation for providers working within the CPZ:
- (a) has significant financial impact because of the cost of parking;
  - (b) results in carers spending significant time searching for suitable parking near to their clients; and
  - (c) the time limits on parking in certain areas has an impact on the length of time over which care can be provided and on the quality of care that can be provided.
- 3.52 It has been noted that many other local authorities offer carers permits as a means of supporting the care of residents in their own homes. On this basis it is proposed that further investigation into the potential introduction of a similar permit for Edinburgh.

- 3.53 The proposed investigation would look at how other local authority permits operate and who is eligible to obtain them. Consideration will also be given to the potential implications of adding another permit for use within Edinburgh's areas of controlled parking.

### **Summary**

- 3.54 Most of the actions described within this report require further investigation and consideration. In terms of timescales, it is anticipated that a further report will be submitted in early 2015.
- 3.55 It is therefore proposed to move forward with investigations into each of the described elements and to prepare draft proposals for inclusion in a future report to this Committee.

### **Measures of success**

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- 4.1 Providing more flexible parking across the Controlled Parking Zones will improve accessibility for residents, visitors and businesses.
- 4.2 Managing the demand for parking space by means of charging mechanisms and limitations on permit issue will improve accessibility and create a more equitable use of the available resource.
- 4.3 Extending waiting restrictions to cover Sundays will assist in maintaining the movement of traffic, supporting efficient and reliable public transport.
- 4.4 Increasing the amount of parking provision to permit holding residents will improve the ability of residents to park near to their homes as well as allowing the introduction of Visitor Permits.
- 4.5 The introduction of Visitor Permits will also improve accessibility within the Controlled Zones, giving improved opportunities for residents to receive visitors, tradesmen etc.
- 4.6 Extending controls to cover evenings and weekends would assist residents in finding parking near to their homes, supporting the city centre as a place to live and work.

### **Financial impact**

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- 5.1 The cost of preparatory work for the introduction of Shared-Use parking places across the CPZ will be met from within the existing Parking Operations budget.
- 5.2 The costs associated with investigations into the other proposed changes detailed within this report will be met from within existing Transport budgets.

## **Risk, policy, compliance and governance impact**

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## **Equalities impact**

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- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no direct equalities impacts arising from this report.
- 7.2 The legal process that would be necessary for the introduction of any amendments to the operation of controlled parking as a result of all work strands detailed within this report would involve full public consultation, with specific contact with statutory bodies, including residents' groups and organisations representing businesses, public transport operators and the disabled.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report are not expected to impact on carbon emissions;
  - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
  - The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that some of the proposals that might evolve out of the investigative work outlined in this report could have beneficial impacts on carbon emissions. These will be considered in greater detail when the detailed proposals are reported to Committee.

## **Consultation and engagement**

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- 9.1 The proposals contained within this report have been brought forward following consideration of the results of two separate consultative exercises. The first saw extensive consultation on parking that saw 65,000 leaflets delivered to addresses within the CPZ, including both residential and business addresses. The survey contained a link to a more detailed, online survey which respondents could use to provide additional information to the Council.

- 9.2 Details of the survey were also made available on the Council's website, with a link leading to the online survey.
- 9.3 Elected members whose wards were within the CPZ were sent details relating to both the leaflet and the online versions of the survey.
- 9.4 The results of that consultation, reported to Transport and Environment Committee in January 2014, indicated a desire on the part of residents to see additional spaces created for permit holders and the introduction of Visitor Permits.
- 9.5 The second consultative process is that contained within the continuing evolution of the Council's Local Transport Strategy. That process also involved the distribution of leaflets, as well as information on the Council's website.
- 9.6 In addition, the Council arranged focus groups, to which interested parties were invited, as a means of determining views on a range of transport topics.

## Background reading/external references

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None.

## John Bury

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## Links

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<b>Coalition pledges</b>	Maintaining and enhancing the quality of life in Edinburgh.
<b>Council outcomes</b>	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	None

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Delivering the Local Transport Strategy 2014-2019: School Streets - Update on Project Development

Item number	7.4
Report number	
Executive/routine	Routine
Wards	All

### Executive summary

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The new Local Transport Strategy (LTS), approved by the Transport and Environment Committee 14 January 2014, contains a commitment to pilot 'school streets' at between three and five schools. School street closures form part of a suite of options for helping to create safer, more pleasant environments to encourage travel to school by foot and by bike. The part time closure of streets to traffic (ie at school start and finish times), however, will not be appropriate for all schools.

This report outlines the rationale behind school streets, lists key selection criteria, identifies risks, notably issues concerning enforcement and access for residents and service vehicles, and describes the proposed selection and consultation process in identifying schools for inclusion in this pilot. All proposals will be developed through discussion with residents, the relevant Schools and Parent Councils, and Police Scotland.

### Links

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Coalition pledges	<a href="#">P32</a> , <a href="#">P44</a>
Council outcomes	<a href="#">CO5</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Delivering the Local Transport Strategy 2014-2019: School Streets - Update on Project Development

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the progress made on developing the project;
  - 1.1.2 agrees the process for selection and consultation; and
  - 1.1.3 requests a report on the outcomes of the consultation to a future Committee.

### Background

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- 2.1 One of the Issues for Review in the Local Transport Strategy for 2014–2019, approved at the Transport and Environment Committee on 14 January 2014, was the proposal to introduce School Streets. This was included as the results of the public and stakeholder consultation showed that nearly 60% of the respondents supported the option to introduce School Streets on request from School Councils.
- 2.2 The Council will initially pilot this approach at up to five schools where School Councils request it.

### Main report

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- 3.1 The new Local Transport Strategy (LTS), approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot 'school streets' at between three and five schools. School streets involve prohibiting traffic on streets outside or around school entrances at specific times of day.
- 3.2 School street closures (already being operated by East Lothian Council and Dundee City Council) form part of a suite of options for helping to create safer, more pleasant environments to encourage travel to school by foot and by bike. The part time closure of streets to traffic (ie at school start and finish times), however, will not be appropriate for all schools.

- 3.3 Effective school streets can help encourage active lifestyles, increases in walking and cycling journeys, fewer car trips and improved road safety outside schools during peak periods due to less motor vehicle movements. They can also lead to reductions in child obesity.
- 3.4 There is public demand from parents and residents for school streets, which build on the popularity<sup>1</sup> of the ParkSmart and Park and Stride initiatives, which both encourage motorists not to park outside of school entrances. The school streets concept goes one step further than these initiatives by banning motor vehicles from streets outside or around school entrances.
- 3.5 Key selection criteria being developed to rank interested schools for inclusion within the pilot are:
- proven positive support from school staff, parents and parent councils;
  - current commitment to promoting walking and cycling activities;
  - the school's location on the road network;
  - good infrastructure provision (ie surrounding streets can accommodate displaced traffic movements);
  - the availability of suitable 'Park and Stride' locations;
  - high levels of car use to school; and
  - high levels of congestion at school gates.

In addition to the above the school entrance should not be on a bus route.

- 3.6 The rationale behind the initiative is that the road network outside the school gate or in surrounding streets will be closed to vehicular traffic, except cycles and emergency vehicles for set periods each day. Schools with gates onto main roads which serve as bus or emergency service routes would not be considered as the impact of diverting high volumes of traffic through adjacent residential streets could create additional safety issues. This will reduce the number of suitable schools to those with entrances on routes with no, or limited through traffic.

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<sup>1</sup> In a 2013 review with School Councils in primary schools, respondents were asked what initiatives schools would like to participate in to reduce the impact of the car outside schools. The two highest scoring options were Park Smart (supported by 61% of parents) and Park and Stride (40%). ParkSmart is a behaviour change campaign to persuade motorists not to park on the School Keep Clear zig-zag markings, whilst Park and Stride initiatives designate an area away from the school gate, such as supermarket car parks or surrounding streets, where motorists are encouraged to park and walk their children the short distance to school.

- 3.7 As a pilot is proposed, a variety of different layouts will be selected, to evaluate the schemes' effectiveness in different scenarios through the development of best practice. This could potentially then be applied to more schools across the city in the future.
- 3.8 Regardless of location, school streets would require the creation of an Experimental Traffic Regulation Order prohibiting vehicular traffic during specified time periods. It is therefore proposed to promote an Experimental Traffic Regulation Order at the pilot schools, prohibiting vehicular traffic during specified time periods for a maximum period of 18 months. It is anticipated that the closure would be around 30 minutes at school entry and exit times.
- 3.9 School streets would also require the erection of entry signage to prevent vehicles entering the street: it is not intended to use physical barriers. Discussions have started with Transport Scotland to get the necessary special authorisation for the requisite signage.
- 3.10 To serve as a timetable of activities, the following provides a project update:
- Invitations to participate to primary schools, issued in April 2014.
  - Evaluation and selection of suitable three to five schools by Sept 2014.
  - Development of consultation plans for each school by Sept 2014.
  - TRO process to run in parallel.
  - Scheme comes into force - earliest summer term 2015.
  - 18 month trial period to Dec 2016.
- 3.11 The school community will also have a role to play in making any scheme a success by undertaking promotional and training activities to encourage more walking and cycling journeys. These could include travel information on school websites and in new parents' introductory packs, pedestrian training schemes such as Traffic Trails and Kerbcraft, cycle training, Walk Once a Week scheme and Junior Road Safety Officers. Successful pilot schools will be expected to develop, implement, monitor and evaluate a range of activities to demonstrate a modal shift of journeys from the car to walking and cycling.

## Measures of success

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- 4.1 Success will be measured through:
- i) a reduction in traffic congestion and speed around school gates as measured through before and after traffic speed and volume surveys;
  - ii) an increase in walking and cycling and reduction in car trips as measured through the annual Sustrans Hands Up Survey; and



- iii) a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through attitude surveys.

## **Financial impact**

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- 5.1 The costs of implementing the proposed changes will be determined through the development of the detailed design and will be reported to a future meeting of this Committee.

## **Risk, policy, compliance and governance impact**

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- 6.1 The principal risks associated with this initiative are summarised as:
- lack of enforcement;
  - insufficient local community support;
  - non-compliance by motorists; and
  - no change in parental behaviour.
- 6.2 These risks will be managed through the School Streets Steering Group which will oversee the project. The Steering Group will comprise members from the Transport, and Children and Families Services, Police Scotland and Transport Scotland. As part of the project governance, these risks will be identified, assessed and managed through an appropriate risk register.

## **Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will also ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.
- 7.2 The group most likely to be impacted on are those with disabilities, if access is denied to blue badge holders. This will require further investigation and development.

## Sustainability impact

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- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised as follows. The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh because aims of the initiative are to reduce the number of vehicles outside school gates and the levels of carbon dioxide and nitrogen oxide emissions. It also aims to improve facilities for cyclists and pedestrians thus promoting personal wellbeing.

## Consultation and engagement

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- 9.1 An invitation letter was sent out to School Council Chairs and Head teachers of primary schools on 15 April 2014. In order to give School Councils time to meet and discuss the project, a closing date for responses was set for 30 May 2014. A list of interested schools will be made available at the Committee meeting.
- 9.2 It is proposed that consultation is undertaken with all stakeholders identified in the attached *Consultation and Engagement Plan* (Appendix 1) over a four to six week period early in the new school year. This will enable new school parents to input their views into the consultation. It will look to finalise the details of the scheme for each of the proposed pilot schools having regard to the risks highlighted in paragraph 6.1.
- 9.3 The outcome of the consultation process will be reported back to this Committee and will include recommendations as to the further development and implementation of preferred schools.

## Background reading/external references

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Local Transport Strategy 2014-2019

[http://www.edinburgh.gov.uk/downloads/file/12323/the\\_new\\_local\\_transport\\_strategy\\_2014-2019](http://www.edinburgh.gov.uk/downloads/file/12323/the_new_local_transport_strategy_2014-2019)

### **Mark Turley**

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## Links

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<b>Coalition pledges</b>	<b>P32</b> – Develop and strengthen local community links with the police <b>P44</b> – Prioritise keeping our streets clean and attractive
<b>Council outcomes</b>	<b>CO5</b> - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities <b>CO22</b> – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO4</b> - Edinburgh’s communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 Consultation and Engagement Plan

SCHOOL STREETS  
CONSULTATION & ENGAGEMENT PLAN  
AUTUMN TERM 2014

Appendix 1

Stakeholders:	Details	Method of Communication/Consultation:
Schools	<ul style="list-style-type: none"> <li>- Parent Council</li> <li>- Head Teacher &amp; staff</li> <li>- Parents</li> <li>- Pupils</li> </ul>	Letters, Questionnaires, meetings, focus groups
Residents & local businesses	<ul style="list-style-type: none"> <li>- Residents associations and groups</li> <li>- Residents and local businesses in proposed school street and surrounding streets</li> </ul>	Letters, questionnaires, drop in event
Elected members	<ul style="list-style-type: none"> <li>- Councillors</li> <li>- MSPs</li> <li>- MPs</li> </ul>	Briefings, letters
Statutory Consultees	<ul style="list-style-type: none"> <li>- Emergency Services (fire, police and ambulance)</li> <li>- Bus operators</li> <li>- Freight associations</li> </ul>	Letters, meetings
Forums	<ul style="list-style-type: none"> <li>- Transport Forum</li> <li>- Edinburgh Disability Access Forum</li> </ul>	Meetings

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Subsidised Bus Service Contracts: Update

Item number 7.5  
Report number  
Executive/routine  
Wards

### Executive summary

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The report lays out the results of tendering processes for subsidised bus services 63 and 64, and makes recommendations for the award of contracts.

The extension of contracts for subsidised bus services 13, 20 and 42 is discussed, together with the results of negotiations over a new contract for the subsidised element of Lothian Buses service 38.

### Links

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Coalition pledges [P19](#), [P47](#)  
Council outcomes [CO9](#), [CO10](#), [CO22](#)  
Single Outcome Agreement [SO1](#), [SO2](#)

## Subsidised Bus Service Contracts: Update

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the award of new contracts covering subsidised bus services 38, 63 and 64 and;
  - 1.1.2 notes the extension of existing subsidised bus service contracts covering services 13, 20 and 42 for a further twelve months.

### Background

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- 2.1 In a report to the Committee in January 2014, the forthcoming renewal of a number of subsidised bus service contracts was noted.
- 2.2 This report covers the placing of new contracts for services 38, 63 and 64, and the extension of existing contracts for services 13, 20 and 42.

### Main report

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- 3.1 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.
- 3.2 Under this Framework, tenders were invited for the provision of two subsidised bus services – service 63 (Queensferry-Kirkliston-Newbridge-RBS-Gyle-Edinburgh Park-Hermiston Gait) and 64 (Edinburgh Park Station-Maybury-East Craigs-Barnton-Cramond-Davidson's Mains-Silverknowes).

#### **Service 63:**

#### **(Queensferry-Kirkliston-Newbridge-RBS-Gyle-Edinburgh Park-Hermiston Gait)**

- 3.3 The level of bus service provision in Kirkliston was the subject of a submission to the Petitions Committee in December 2012.
- 3.4 Subsequent consultations with Kirkliston residents, through the Community Council and involving input from the Convener, explored the aspirations of residents for public transport connections for the village.

- 3.5 Consideration of available funding was a factor in these discussions. It took account of the £200,000 made available to enhance public transport in the Kirkliston area, stemming from the Section 75 Agreement covering new residential developments in North Kirkliston.
- 3.6 Taking all of the above into account, four timetable options were offered through the medium of a Mini Competition under the above-mentioned Framework.
- 3.7 Brief descriptions of these options appear below. The full timetable for each appears in Appendix 1 to this report.

**Option 1**

The service as currently operating (ie 60-minute frequency, Monday to Saturday).

**Option 2**

As Option 1 with the addition of a 60-minute frequency Sunday service.

**Option 3**

The route as currently operating on a 30-minute frequency, Monday to Saturday.

**Option 4**

As option 3 with the addition of a 60-minute frequency Sunday service.

- 3.8 Tenderers were also given the opportunity to submit Alternative Tenders which might be advantageous to the Council financially or in other ways. In the event, only Lothian Buses plc chose to do so.

**Tenders Received**

- 3.9 A total of sixteen tenders were received from three operators: E&M Horsburgh, First Scotland East and Lothian Buses, of which twelve were Standard Tenders and the remainder Alternative Tenders.
- 3.10 All of the Alternative Tenders extend the route to Riccarton Campus via Sighthill and Hermiston Park & Ride. The route within Queensferry is simplified, such that the Tesco store is served once in each direction rather than the present twice. None of the Alternative Tenders directly serves the RBS Headquarters, however the site remains accessible to users via the bridge over the A8.
- 3.11 This configuration offers new public transport links to residents of Queensferry, Kirkliston and Newbridge. A map of the proposed route appears as Appendix 2 to the report.
- 3.12 In three of the Alternative Tenders, the frequency and spread of service of the original options are preserved. However, in the Option 3 Alternative Tender, the frequency is dropped from the original 30-minutes to 40-minutes (Monday to Saturday).
- 3.13 Scores for both Standard and Alternative Tenders for service 63 appear as Appendix 4 to the report.

- 3.14 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, quality thresholds having previously been addressed in the establishment of the Framework Agreement. Scoring for Alternative Tenders is based on 50% price and 50% on the answers to additional quality-orientated questions.
- 3.15 Lothian Buses Option 1 Alternative attained the highest score at 86.5, at a cost of £4,250 per week (£884,000 *per annum*).
- 3.16 However, it is the intention that Lothian Buses Option 2 Alternative, which came second with a score of 81.1, should be implemented, on the basis that it includes a Sunday service, so satisfying an aspiration of local residents.
- 3.17 Lothian Buses Option 2 Alternative was offered at a weekly cost of £4,645 (£241,540 *per annum*). This represents an increase over the current contract of 128.27%.
- 3.18 The proposed timetable for Lothian Buses Option 2 Alternative Tender appears as Appendix 3 to the report.
- 3.19 Lothian Buses' standard fare of £1.50 will apply to this service, as will all other Lothian Buses ticket products.

#### **Service 64**

#### **(Edinburgh Park Station-Maybury-East Craigs-Barnton-Cramond-Davidson's Mains-Silverknowes)**

- 3.19 In March 2014, the timetable for service 64 was modified with the aim of improving reliability. The Council has received a number of complaints about this service. This timetable, which appears as Appendix 5 to the report, formed the basis of the tendering process for service 64.
- 3.20 Five tenders were received from three operators, E&H Horsburgh, Lothian Buses Ltd and Waverley Travel. Alternative Tenders were received from Lothian Buses and Waverley Travel.
- 3.21 Lothian Buses' Alternative Tender maintained the frequency but reduced the service by omitting the sections of route between Silverknowes and Davidson's Mains Tesco, and that which serves East Craigs. However, all journeys serve Edinburgh Park Station.
- 3.22 Waverley Travel's Alternative Tender also represents a slight reduction in the spread of service, but covers the whole of the existing route, and provides an additional morning journey.
- 3.23 Scores for both Standard and Alternative Tenders for service 64 appear as Appendix 6 to the report.
- 3.24 Waverley Travel's Alternative Tender attained the highest score at 114.2, and it is the intention that this Alternative Tender should be implemented.



3.25 Waverley's Alternative Tender was offered at £1,945 per week (£101,140 *per annum*). This represents an increase in cost over the current contract of 180.1%.

3.26 The proposed timetable for service 64 appears as Appendix 7 to the report.

### **Services 13, 20 and 42**

3.27 Contracts for the following services were the result of a tendering process in 2009:

**Service 13** (Operated by Edinburgh Coach Lines).

Craighleith-Blackhall-Ravelston-West End-New Town-Broughton-McDonald Road-Dalmeny Street-Lochend-Findlay Gardens. [Full timetable.](#)

**Service 20** (operated by Lothian Buses Ltd)

Chesser-Kingsknowe-Wester Hailes-Calders-Sighthill-Gyle. [Full timetable.](#)

**Service 42** (Operated by Lothian Buses Ltd).

Craighleith-Stockbridge-City Centre-Cameron Toll-Duddingston Village-Portobello.

[Route extension \(city centre to Portobello\) of commercial service 42, evenings Monday to Saturday, and all day Sundays.](#)

3.28 All of these contracts were for five years, with an option to extend for a further 12 months. The operators have both agreed to extend these contracts until the end of July 2015, at the prices now prevailing.

### **Service 38**

Granton-Ravelston-Balgreen-Morningside-King's Buildings-Cameron Toll-RIE. Off-peak weekday frequency enhancement

3.29 Service 38 provides important links for communities in the south of the city, including access to the RIE. The service is operated largely commercially by Lothian Buses, the Council's contribution being limited to a frequency enhancement from 30 mins to 20 mins between the peak periods, Monday to Friday only. Effectively this amounts to an additional vehicle in the timetable at these times.

3.30 As a result, the provision is embedded within a commercial service, and so is unsuitable for an open tendering process. Negotiations were therefore undertaken with the operator for a new contract.

3.31 Lothian Buses offered to continue the service for a weekly price of £2,090 (£108,680 *per annum*). This represents an increase of 20% over the previous arrangement.

- 3.32 As this will be a new contract negotiated outwith the Framework Agreement, formal approval for the waiving of procurement procedures contained in Council Standing Orders, and authorisation for the expenditure have been sought from the Finance and Resources Committee of the Council, which will consider a report at its meeting on 5 June 2014.

## Measures of success

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- 4.1 Although not quantifiable, continued Council support for the bus network, leads directly to improvements in health and accessibility for many sections of the community, particularly the elderly and those on low incomes.

## Financial impact

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- 5.1 The increased cost of implementing the new contract for service 63, can be met by utilising around half (£100k) of the funding set aside for the purpose, from the Section 75 Agreement for the North Kirkliston housing developments.
- 5.2 The increased cost of the new contract for service 64 can be met from the existing budget for Supported Bus Services for the current financial year.
- 5.3 There is no adverse cost implication to the extension of the existing contracts covering services 13, 20 and 42.
- 5.4 The increased cost of the new negotiated contract for the enhancement of service 38 can be met from the existing budget for Supported Bus Services for the current financial year.

## Risk, policy, compliance and governance impact

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- 6.1 Objective *PubTrans3* of the current Local Transport Strategy applies to the issues addressed in this report.
- 6.2 There are not expected to be any health and safety, governance, compliance or regulatory implications arising from the proposals set out in the report.

## Equalities impact

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- 7.1 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

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- 8.1 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

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- 9.1 Consultation over the provision of service 63 took place with representatives of Kirkliston and Queensferry Community Councils and for service 64 with Cramond and Barnton Community Council.

## Background reading/external references

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None.

### John Bury

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## Links

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<b>Coalition pledges</b>	<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>
<b>Council outcomes</b>	<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>
<b>Single Outcome Agreement</b>	<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>
<b>Appendices</b>	<p>Appendix 1: Service 63 - Standard Option Route and Timetables.</p> <p>Appendix 2: Lothian Buses Service 63 Alternative Tender Proposals (Map).</p> <p>Appendix 3: Lothian Buses Alternative Option 2 Service 63 Timetable.</p> <p>Appendix 4: Service 63 Tenders Received, Scores and Financial Implications.</p> <p>Appendix 5: Service 64 - Standard Route and Timetable.</p> <p>Appendix 6: Service 64 Tenders Received, Scores and Financial Implications.</p> <p>Appendix 7: Service 64: Proposed Timetable</p>

## Appendix 1: Service 63 - Standard Option Route and Timetables.

### Route (All Standard Options)

**Outward:** TESCO QUEENSFERRY, Ferrymuir Rd, Buileyon Rd, Bo'ness Rd, Hopetoun Rd, The Loan, Kirkliston Rd, Scotstoun Ave, Scotstoun Ave, Kirkliston Rd, TESCO Queensferry, B800, Eilston Rd, Kirklands Pk St, Stirling Rd, Main St, Station Rd, High St, Path Brae, New Liston Rd, Kirkliston Rd (Newbridge), A89, Old Liston Rd, Newbridge Rd, Glasgow Rd (A8), **[RBS Gogarburn, Glasgow Rd (A8)]\***, Sth Gyle Broadway, Sth Gyle Ave, GYLE CENTRE, Sth Gyle Ave, Edinburgh Pk, Lochside Cr, Sth Gyle Cr, Sth Gyle Access, Bankhead Dr, Bankhead Ave, Bankhead Crossway Nth, Bankhead Dr, **EDINBURGH PARK STATION.**

\*This section of route omitted in both directions on Sundays.

**Return:** As above, reversed.

### Monday to Friday

Hermiston Gait	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Sighthill	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932
Edinburgh Pk	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935
Gyle Centre	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939
RBS	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944
Ratho Stn	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849	1949
Newbridge	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952
Kirkliston	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959
Tesco Q'ferry Arr.	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007
Tesco Q'ferry Dep.	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	-
Buileyon Rd	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911	-
Bo'ness Rd	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	-
The Loan	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	-
Scotstoun Ave	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	-
Tesco Q'ferry	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	-

Tesco Q'ferry	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Buileyon Rd	0733	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833
Bo'ness Rd	0737	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837
The Loan	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841
Scotstoun Ave	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Tesco Q'ferry Arr.	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	17649	1849
Tesco Q'ferry Dep.	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
Kirkliston	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
Newbridge	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Ratho Stn	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908
RBS	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913
Gyle Centre	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918
Edinburgh Pk	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920
Sighthill	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925
Hermiston Gait	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927

### Saturday

Hermiston Gait	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Sighthill	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932
Edinburgh Pk	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935
Gyle Centre	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939
RBS	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944
Ratho Stn	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849	1949
Newbridge	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952
Kirkliston	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959
Tesco Q'ferry Arr.	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007
Tesco Q'ferry Dep.	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	-
Buileyon Rd	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911	-
Bo'ness Rd	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	-
The Loan	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	-
Scotstoun Ave	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	-
Tesco Q'ferry	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	-

## Appendix 1 (Contd.): Service 63 - Standard Option Timetables.

### Saturday (Contd.)

Tesco Q'ferry	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Builveon Rd	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833
Bo'ness Rd	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837
The Loan	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841
Scotstoun Ave	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Tesco Q'ferry Arr.	0849	0949	1049	1149	1249	1349	1449	1549	1649	17649	1849
Tesco Q'ferry Dep.	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
Kirkliston	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
Newbridge	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Ratho Stn	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908
RBS	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913
Gyle Centre	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918
Edinburgh Pk	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920
Sighthill	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925
Hermiston Gait	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927

### Service 63 Option 2

As Option 1, with the following Sunday timetable added:

### Sunday

Hermiston Gait	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Sighthill	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832
Edinburgh Pk	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835
Gyle Centre	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839
Ratho Stn	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849
Newbridge	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852
Kirkliston	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859
Tesco Q'ferry Arr.	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907
Tesco Q'ferry Dep.	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908
Builveon Rd	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911
Bo'ness Rd	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915
The Loan	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919
Scotstoun Ave	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923
Tesco Q'ferry	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927

Tesco Q'ferry	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Builveon Rd	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933
Bo'ness Rd	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
The Loan	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941
Scotstoun Ave	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945
Tesco Q'ferry Arr.	1049	1149	1249	1349	1449	1549	1649	17649	1849	1949
Tesco Q'ferry Dep.	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950
Kirkliston	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958
Newbridge	1105	1205	1305	1405	1505	1605	1705	1805	1905	2005
Ratho Stn	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008
Gyle Centre	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018
Edinburgh Pk	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020
Sighthill	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025
Hermiston Gait	1127	1227	1327	1427	1527	1627	1727	1827	1927	2027

## Appendix 1 (Contd.): Service 63 Option 3: Indicative Timetable

### Monday to Friday

Tesco Q'ferry	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300
Builyeon Rd	0733	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303
Bo'ness Rd	0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307
The Loan	0741	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311
Scotstoun Ave	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315
Tesco Q'ferry Arr.	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319
Tesco Q'ferry Dep.	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
Kirkliston	0758	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328
Newbridge	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
Ratho Stn	0808	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338
RBS	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343
Gyle Centre	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348
Edinburgh Pk	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350
Sighthill	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355
Hermiston Gait	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357

Tesco Q'ferry	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830
Builyeon Rd	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1833
Bo'ness Rd	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837
The Loan	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841
Scotstoun Ave	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845
Tesco Q'ferry Arr.	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849
Tesco Q'ferry Dep.	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850
Kirkliston	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858
Newbridge	1405	1435	1505	1535	1605	1635	1665	1735	1805	1835	1905
Ratho Stn	1408	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908
RBS	1413	1443	1513	1543	1613	1643	1713	1743	1813	1843	1913
Gyle Centre	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918
Edinburgh Pk	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920
Sighthill	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1925
Hermiston Gait	1427	1457	1527	1557	1627	1657	1727	1757	1827	1857	1927

Hermiston Gait	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Sighthill	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402
Edinburgh Pk	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405
Gyle Centre	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409
RBS	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414
Ratho Stn	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419
Newbridge	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422
Kirkliston	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429
Tesco Q'ferry Arr.	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437
Tesco Q'ferry Dep.	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438
Builyeon Rd	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441
Bo'ness Rd	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
The Loan	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449
Scotstoun Ave	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453
Tesco Q'ferry	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457

Hermiston Gait	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930
Sighthill	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1932
Edinburgh Pk	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935
Gyle Centre	1439	1509	1539	1609	1639	1709	1739	1809	1839	1909	1939
RBS	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944
Ratho Stn	1449	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949
Newbridge	1452	1522	1552	1622	1652	1722	1752	1822	1852	1922	1952
Kirkliston	1459	1529	1559	1629	1659	1729	1759	1829	1859	1929	1959
Tesco Q'ferry Arr.	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2007
Tesco Q'ferry Dep.	1508	1538	1608	1638	1708	1738	1808	1838	1908	1938	-
Builyeon Rd	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	-
Bo'ness Rd	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	-
The Loan	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949	-
Scotstoun Ave	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	-
Tesco Q'ferry	1527	1557	1627	1657	1727	1757	1827	1857	1927	1957	-

## Appendix 1 (Contd.): Service 63 Option 3 (Cont.)

### Saturday

Tesco Q'ferry	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300
Builyeon Rd	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303
Bo'ness Rd	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307
The Loan	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311
Scotstoun Ave	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315
Tesco Q'ferry Arr.	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319
Tesco Q'ferry Dep.	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
Kirkliston	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328
Newbridge	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
Ratho Stn	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338
RBS	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343
Gyle Centre	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348
Edinburgh Pk	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350
Sighthill	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355
Hermiston Gait	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357

Tesco Q'ferry	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830
Builyeon Rd	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1833
Bo'ness Rd	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837
The Loan	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841
Scotstoun Ave	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845
Tesco Q'ferry Arr.	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849
Tesco Q'ferry Dep.	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850
Kirkliston	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858
Newbridge	1405	1435	1505	1535	1605	1635	1605	1735	1805	1835	1905
Ratho Stn	1408	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908
RBS	1413	1443	1513	1543	1613	1643	1713	1743	1813	1843	1913
Gyle Centre	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918
Edinburgh Pk	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920
Sighthill	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1925
Hermiston Gait	1427	1457	1527	1557	1627	1657	1727	1757	1827	1857	1927

Hermiston Gait	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Sighthill	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402
Edinburgh Pk	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405
Gyle Centre	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409
RBS	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414
Ratho Stn	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419
Newbridge	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422
Kirkliston	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429
Tesco Q'ferry Arr.	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437
Tesco Q'ferry Dep.	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438
Builyeon Rd	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441
Bo'ness Rd	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
The Loan	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449
Scotstoun Ave	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453
Tesco Q'ferry	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457

Hermiston Gait	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930
Sighthill	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1932
Edinburgh Pk	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935
Gyle Centre	1439	1509	1539	1609	1639	1709	1739	1809	1839	1909	1939
RBS	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944
Ratho Stn	1449	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949
Newbridge	1452	1522	1552	1622	1652	1722	1752	1822	1852	1922	1952
Kirkliston	1459	1529	1559	1629	1659	1729	1759	1829	1859	1929	1959
Tesco Q'ferry Arr.	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2007
Tesco Q'ferry Dep.	1508	1538	1608	1638	1708	1738	1808	1838	1908	1938	-
Builyeon Rd	1511	1541	1611	1641	1711	1741	1811	1841	1911	1941	-
Bo'ness Rd	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945	-
The Loan	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949	-
Scotstoun Ave	1523	1553	1623	1653	1723	1753	1823	1853	1923	1953	-
Tesco Q'ferry	1527	1557	1627	1657	1727	1757	1827	1857	1927	1957	-



## Appendix 1 (Contd.): Service 63 Option 4

As Option 3, with the following Sunday Timetable added:

### Sunday

Hermiston Gait	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Sighthill	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832
Edinburgh Pk	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835
Gyle Centre	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839
Ratho Stn	0949	1049	1149	1249	1349	1449	1549	1649	1749	1849
Newbridge	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852
Kirkliston	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859
Tesco Q'ferry Arr.	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907
Tesco Q'ferry Dep.	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908
Builyeon Rd	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911
Bo'ness Rd	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915
The Loan	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919
Scotstoun Ave	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923
Tesco Q'ferry	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927

Tesco Q'ferry	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Builyeon Rd	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933
Bo'ness Rd	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
The Loan	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941
Scotstoun Ave	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945
Tesco Q'ferry Arr.	1049	1149	1249	1349	1449	1549	1649	17649	1849	1949
Tesco Q'ferry Dep.	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950
Kirkliston	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958
Newbridge	1105	1205	1305	1405	1505	1605	1705	1805	1905	2005
Ratho Stn	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008
Gyle Centre	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018
Edinburgh Pk	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020
Sighthill	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025
Hermiston Gait	1127	1227	1327	1427	1527	1627	1727	1827	1927	2027

# Lothian Buses – Service 63 proposal



## Appendix 3: Lothian Buses Alternative Option 2 Timetable

### Monday to Friday

Riccarton Campus	—	—	0754	0856	1000	1100	1200	1300	1400	1500	1600	1705	1815	1915
Hermiston Park & Ride	—	—	0758	0900	1004	1104	1204	1304	1404	1504	1604	1709	1819	1918
Sighthill (Bankhead Ave)	0606	0706	0802	0904	1007	1107	1207	1307	1407	1507	1607	1712	1822	1921
Edinburgh Park at Redheughs	0613	0713	0812	0914	1014	1114	1214	1314	1414	1514	1617	1722	1831	1927
Gyle Centre	0617	0717	0817	0918	1018	1118	1218	1318	1418	1518	1622	1727	1834	1930
Newbridge Parkside	0627	0727	0827	0928	1028	1128	1228	1328	1428	1528	1637	1742	1843	1939
Kirkliston Crossroads	0633	0733	0833	0934	1034	1134	1234	1334	1434	1534	1645	1750	1849	1945
Queensferry Tesco	0640	0740	0841	0942	1042	1142	1242	1342	1442	1542	1653	1758	1857	1953
Queensferry Pol Stn			0850	0950	1050	1150	1250	1350	1450	1550	1702	1807	1904	2000
Sommerville Gdns	0644	0744	0855	0955	1055	1155	1255	1355	1455	1555	1707	1812	1909	2005

Sommerville Gdns	0650	0750	0859	0959	1059	1159	1259	1359	1459	1559	1710	1815	1915	2015
Queensferry Pol Stn	0656	0756	0904	1004	1104	1204	1304	1404	1504	1604	1716	1821	1920	2020
Queensferry Tesco	0704	0804	0912	1012	1112	1212	1312	1412	1512	1612	1724	1829	1927	2027
Queensferry Tesco	0705	0805	0913	1013	1113	1213	1313	1413	1513	1613	1725	1830	1927	2027
Kirkliston Crossroads	0713	0813	0921	1021	1121	1221	1321	1421	1521	1621	1733	1837	1934	2034
Newbridge Parkside	0720	0820	0927	1027	1127	1227	1327	1427	1527	1628	1740	1843	1940	2040
Gyle Centre	0733	0833	0937	1037	1137	1237	1337	1437	1537	1640	1752	1852	1949	2049
Edinburgh Park at Redheughs	0737	0837	0940	1040	1140	1240	1340	1440	1540	1644	1756	1855	1952	2052
Sighthill (Bankhead Ave)	0744	0844	0947	1047	1147	1247	1347	1447	1547	1654	1804	1902	1959	2059
Hermiston Park & Ride	0747	0847	0950	1050	1150	1250	1350	1450	1550	1657	1807	1905	—	—
Riccarton Campus	0750	0850	0953	1053	1153	1253	1353	1453	1553	1700	1810	1908	—	—

### Saturday

Riccarton Campus	—	—	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	—	—
Hermiston Park & Ride	—	—	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	—	—
Sighthill (Bankhead Ave)	0707	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	—	—
Edinburgh Park at Redheughs	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	—	—
Gyle Centre	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	—	—
Newbridge Parkside	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	—	—
Kirkliston Crossroads	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	—	—
Queensferry Tesco	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	—	—
Queensferry Pol Stn	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	—	—
Sommerville Gdns	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	—	—

Sommerville Gdns	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	—	—
Queensferry Pol Stn	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	—	—
Queensferry Tesco	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	1911	—	—
Queensferry Tesco	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1911	—	—
Kirkliston Crossroads	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1918	—	—
Newbridge Parkside	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1924	—	—
Gyle Centre	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1836	1933	—	—
Edinburgh Park at Redheughs	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1839	1936	—	—
Sighthill (Bankhead Ave)	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1846	1943	—	—
Hermiston Park & Ride	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	—	—	—	—
Riccarton Campus	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	—	—	—	—

### Sunday

Riccarton Campus	—	—	1100	1200	1300	1400	1500	1600	1700	1800	—	—	—	—
Hermiston Park & Ride	—	—	1104	1204	1304	1404	1504	1604	1704	1804	—	—	—	—
Sighthill Industrial Estate	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	—	—	—	—
Edinburgh Park at Redheughs	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	—	—	—	—
Gyle Centre	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	—	—	—	—
Newbridge Parkside	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	—	—	—	—
Kirkliston Crossroads	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	—	—	—	—
Queensferry Tesco	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	—	—	—	—
Queensferry Pol Stn	0950	1050	1150	1250	1350	1450	1550	1650	1750	1849	—	—	—	—
Sommerville Gdns	0955	1055	1155	1255	1355	1455	1555	1655	1755	1854	—	—	—	—

Sommerville Gdns	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	—	—	—	—
Queensferry Pol Stn	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	—	—	—	—
Queensferry Tesco	1012	1112	1212	1312	1412	1512	1612	1712	1812	1911	—	—	—	—
Queensferry Tesco	1013	1113	1213	1313	1413	1513	1613	1713	1813	1911	—	—	—	—
Kirkliston Crossroads	1021	1121	1221	1321	1421	1521	1621	1721	1821	1918	—	—	—	—
Newbridge Parkside	1027	1127	1227	1327	1427	1527	1627	1727	1827	1924	—	—	—	—
Gyle Centre	1037	1137	1237	1337	1437	1537	1637	1737	1837	1933	—	—	—	—
Edinburgh Park at Redheughs	1040	1140	1240	1340	1440	1540	1640	1740	1840	1936	—	—	—	—
Sighthill Industrial Estate	1047	1147	1247	1347	1447	1547	1647	1747	1847	1943	—	—	—	—
Hermiston Park & Ride	1050	1150	1250	1350	1450	1550	1650	1750	—	—	—	—	—	—
Riccarton Campus	1053	1153	1253	1353	1453	1553	1653	1753	—	—	—	—	—	—

#### Appendix 4: Service 63 Tenders Received, Scores and Financial Implications

Tenderer	Tender	Cost/Quality Score	Weekly Cost	Annual Cost	Cost over 4 Years	% Multiplier Over Current Cost
E&M Horsburgh	Option 1	65.1	£5,415	£261,580	£1,046,320	215.10%
E&M Horsburgh	Option 2	66.5	£5,280	£274,560	£1,098,240	225.77%
E&M Horsburgh	Option 3	39.5	£10,140	£527,280	£2,109,120	433.59%
E&M Horsburgh	Option 4	38.2	£10,605	£551,460	£2,205,840	453.47%
First Scotland East Ltd	Option 1	75.7	£5,970	£310,440	£1,241,760	255.28%
First Scotland East Ltd	Option 2	70.3	£6,700	£348,400	£1,393,600	286.49%
First Scotland East Ltd	Option 3	49.8	£12,440	£646,880	£2,587,520	531.94%
First Scotland East Ltd	Option 4	48.5	£13,170	£684,840	£2,739,520	563.16%
Lothian Buses Ltd	Option 1	75.6	£6,116	£318,032	£1,272,128	261.52%
Lothian Buses Ltd	Option 2	70.8	£6,798	£353,496	£1,413,984	290.69%
Lothian Buses Ltd	Option 3	51.5	£12,145	£631,540	£2,526,160	519.32%
Lothian Buses Ltd	Option 4	50.2	£12,843	£667,836	£2,671,344	548.17%
Lothian Buses Ltd	Option 1 Alternative	86.5	£4,250	£221,000	£884,000	181.73%
Lothian Buses Ltd	Option 2 Alternative	81.1	£4,645	£241,540	£966,160	198.62%
Lothian Buses Ltd	Option 3 Alternative	60.3	£6,880	£357,760	£1,431,040	294.19%
Lothian Buses Ltd	Option 4 Alternative	50.6	£8,880	£461,760	£1,847,040	379.71%

## Appendix 5: Service 64 - Standard Route and Timetable

### Outward:

**Silverknowes Road**, Main Street (Davidson's Mains), Cramond Road South, **Tesco Car Park**, Barnton Gardens, Cramond Road South, Cramond Road North, Whitehouse Road, Maybury Road, Maybury Drive, **East Craigs Terminus**, Maybury Drive, Maybury Road, Glasgow Road, South Gyle Broadway, Gyle Avenue, **Gyle Centre**, Gyle Avenue, South Gyle Crescent, Cultins Road, **Edinburgh Park Station**.

Return: As above, reversed.

### Indicative Timetable

#### Monday to Friday

Silverknowes Rd	-	0835	1015	1115	1215	1315	1415	1515	-	1736	1912
Davidson's Mains Tesco	-	0841	1020	1120	1220	1320	1420	1520	1605	1741	1917
Cramond Place	0715	0845	1024	1124	1224	1324	1424	1524	1609	1745	1921
Barnton	0719	0850	1028	1128	1228	1328	1428	1528	1614	1750	1925
East Craigs Arr	-	0856	1032	1132	1232	1332	1432	1532	1620	1756	1929
East Craigs Dep	-	0900	1034	1134	1234	1334	1434	1534	1624	1800	1931
Maybury	0726	0906	1038	1138	1238	1338	1438	1538	1630	1806	1935
Gyle	0733	0913	1042	1142	1242	1342	1442	1542	1637	1813	1939
Edinburgh Park Stn	0740	0920	-	-	-	-	-	-	1644	1820	-

Edinburgh Park Stn	0745	0925	-	-	-	-	-	-	1649	1825	-
Gyle	0752	0932	1047	1147	1247	1347	1447	1544	1656	1832	1941
Maybury	0759	0939	1051	1151	1251	1351	1451	1547	1703	1839	1945
East Craigs Arr	0805	0945	1055	1155	1255	1355	1455	-	1709	1845	1949
East Craigs Dep	0809	0949	1057	1157	1257	1357	1457	-	1713	1849	1951
Barnton	0815	0955	1101	1201	1301	1401	1501	1552	1719	1855	1955
Cramond Place	0820	1000	1105	1205	1305	1405	1505	1556	1724	1900	1959
Davidson's Mains Tesco	0824	1004	1109	1209	1309	1409	1509	1600	1730	1904	-
Silverknowes Rd	0830	1010	1113	1213	1313	1413	1513	-	1734	1910	-

#### Saturday

Silverknowes Rd	0835	1015	1115	1215	1315	1415	1515	-	1736	1912
Davidson's Mains Tesco	0841	1020	1120	1220	1320	1420	1520	1605	1741	1917
Cramond Place	0845	1024	1124	1224	1324	1424	1524	1609	1745	1921
Barnton	0850	1028	1128	1228	1328	1428	1528	1614	1750	1925
East Craigs Arr	0856	1032	1132	1232	1332	1432	1532	1620	1756	1929
East Craigs Dep	0900	1034	1134	1234	1334	1434	1534	1624	1800	1931
Maybury	0906	1038	1138	1238	1338	1438	1538	1630	1806	1935
Gyle	0913	1042	1142	1242	1342	1442	1542	1637	1813	1939
Edinburgh Park Stn	0920	-	-	-	-	-	-	1644	1820	-

Edinburgh Park Stn	0925	-	-	-	-	-	-	1649	1825	-
Gyle	0932	1047	1147	1247	1347	1447	1544	1656	1832	1941
Maybury	0939	1051	1151	1251	1351	1451	1547	1703	1839	1945
East Craigs Arr	0945	1055	1155	1255	1355	1455	-	1709	1845	1949
East Craigs Dep	0949	1057	1157	1257	1357	1457	-	1713	1849	1951
Barnton	0955	1101	1201	1301	1401	1501	1552	1719	1855	1955
Cramond Place	1000	1105	1205	1305	1405	1505	1556	1724	1900	1959
Davidson's Mains Tesco	1004	1109	1209	1309	1409	1509	1600	1730	1904	-
Silverknowes Rd	1010	1113	1213	1313	1413	1513	-	1734	1910	-

## Appendix 6: Service 64 Tenders Received, Scores and Financial Implications

Tenderer	Tender	Cost/Quality Score	Weekly Cost	Annual Cost	Cost over 4 Years	% Multiplier Over Current Cost
<b>E&amp;M Horsburgh</b>	<b>Standard</b>	80.1	£3,040	£158,080	£632,320	291.7%
<b>Lothian Buses Ltd</b>	<b>Standard</b>	95.6	£3,100	£161,200	£644,800	296.0%
<b>Lothian Buses Ltd</b>	<b>Alternative</b>	95	£2,690	£139,880	£559,520	257.5%
<b>Waverley Travel</b>	<b>Standard</b>	111.2	£2,256	£117,312	£469,248	215.1%
<b>Waverley Travel</b>	<b>Alternative</b>	114.2	£1,945	£101,140	£404,560	186.2%

## Appendix 7: Service 64 Proposed Timetable.

### Monday to Friday

Silverknowes Rd	-	0915	1015	1115	1215	1315	1415	1515	1615		
Davidson's Mains Tesco	-	0920	1020	1120	1220	1320	1420	1520	1620	1710	
Cramond Place	0745	0925	1025	1125	1225	1325	1425	1525	1625	1715	1820
Barnton	0750	0929	1029	1129	1229	1329	1429	1529	1629	1723	1828
East Craigs	0800	0933	1033	1133	1233	1333	1433	1533	1633	1728	-
Maybury	0808	0936	1036	1136	1236	1336	1436	1536	1636	1733	1835
Gyle	0813	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840
Edinburg Pk Stn	0820	=	=	=	=	=	=	=	=	1747	-

Edinburg Pk Stn	-	0825	-	-	-	-	-	-	-	-	1750
Gyle	0735	0832	0945	1045	1145	1245	1345	1445	1545	1645	1755
Maybury	-	0839	0949	1049	1149	1249	1349	1449	1549	1649	1802
East Craigs		0845	0954	1054	1154	1254	1354	1454	1554	1654	1808
Barnton	0741	0852	0959	1059	1159	1259	1359	1459	1559	1659	1814
Cramond Place	0745	0857	1003	1103	1203	1303	1403	1503	1603	1703	1818
Davidson's Mains Tesco	-	0901	1007	1107	1207	1307	1407	1507	1607	1707	-
Silverknowes Rd	-	0907	1010	1110	1210	1310	1410	1510	1610	-	-

### Saturday

Silverknowes Rd	0915	1015	1115	1215	1315	1415	1515	1615	-
Davidson's Mains Tesco	0920	1020	1120	1220	1320	1420	1520	1620	1710
Cramond Place	0925	1025	1125	1225	1325	1425	1525	1625	1715
Barnton	0929	1029	1129	1229	1329	1429	1529	1629	1719
East Craigs	0933	1033	1133	1233	1333	1433	1533	1633	-
Maybury	0936	1036	1136	1236	1336	1436	1536	1636	1724
Gyle	0940	1040	1140	1240	1340	1440	1540	1640	-

Gyle	-	0945	1045	1145	1245	1345	1445	1545	1645
Maybury	0855	0949	1049	1149	1249	1349	1449	1549	1649
East Craigs	-	0954	1054	1154	1254	1354	1454	1554	1654
Barnton	0859	0959	1059	1159	1259	1359	1459	1559	1659
Cramond Place	0903	1003	1103	1203	1303	1403	1503	1603	1703
Davidson's Mains Tesco	0907	1007	1107	1207	1307	1407	1507	1607	1707
Silverknowes Rd	0910	1010	1110	1210	1310	1410	1510	1610	-

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Leith Programme: Design and Implementation

<b>Item number</b>	7.6
<b>Report number</b>	
<b>Executive/routine</b>	Routine
<b>Wards</b>	11 – City Centre 12 – Leith Walk 13 - Leith

### Executive summary

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The Leith Programme involves works to Constitution Street and Leith Walk. It runs from the Old Dock Gates in Constitution Street to Picardy Place at the top of Leith Walk. This report provides an update on activity following the Transport and Environment Committee's approval of the design principles for the programme and detailed designs for Constitution Street on 19 March 2013.

The design principles were informed by community consultation and aim to deliver a high quality 'place'. They seek to do this by enhancing the streets to cater for all users, whilst prioritising the needs of pedestrians and cyclists, residents, businesses and public transport users.

An Oversight Group was set up to approve Leith Programme designs after the March 2013 Committee meeting. The Scottish Government subsequently confirmed funding of up to £3.6M towards an 'exemplar commuter corridor' design for Leith Walk. Designs approved by the Oversight Group are reported for noting.

By progressing the scheme in successive stages, the Council aims to minimise disruption to the local community, businesses and commuters. The Leith Programme is now in its second phase of construction, with work underway on Leith Walk. This follows the completion of Constitution Street in November 2013.

### Links

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<b>Coalition pledges</b>	<a href="#">P33</a> , <a href="#">P44</a> , <a href="#">P45</a> , <a href="#">P46</a>
<b>Council outcomes</b>	<a href="#">CO19</a> , <a href="#">CO21</a> , <a href="#">CO22</a> , <a href="#">CO23</a> , <a href="#">CO25</a> , <a href="#">CO26</a>
<b>Single Outcome Agreement</b>	<a href="#">SO4</a>



## Leith Programme: Design and Implementation

### Recommendations

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- 1.1 Committee is asked to note:
  - 1.1.1 the designs approved by the Oversight Group, in appendices 1-3;
  - 1.1.2 the completion of Phase 1 of the Leith Programme, along Constitution Street from Old Dock Gates to the Foot of the Walk, including the upgrade of the junction at Bernard and Baltic Streets;
  - 1.1.3 that construction of Phase 2 is underway on Leith Walk between Crown Street and Pilrig Street; and
  - 1.1.4 confirmation of £3.6M from Scottish Government (via Sustrans Scotland) for the delivery of an exemplar commuter corridor.

### Background

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- 2.1 At its meeting of 19 March 2013, the Transport and Environment Committee approved a design for Phase 1 of the Leith Programme (Constitution Street).
- 2.2 It also agreed to establish an Oversight Group comprising the Convener, Vice Convener and local Councillors, to approve further designs for the programme. At the time, Committee noted that the section between Pilrig Street and Picardy Place (the southern half of the scheme) was dependant on the identification of external funding that would deliver an enhanced design.
- 2.3 Ongoing engagement with local stakeholders, throughout spring of 2013, showed strong support for an enhanced design along the entire length of Leith Walk. This involved the inclusion of on and off-road cycle provision in each direction, narrowing the street to provide informal crossing facilities and improvements to junctions, side roads, pavements and the road surface.
- 2.4 The Oversight Group agreed an enhanced design for the entire length of Leith Walk. On 24 September 2013, Keith Brown, Minister for Transport and Veterans, announced an award of up to £3.6M for the Leith Programme, to create 'an exemplar commuter corridor'. The statutory processes, for the section of Leith Walk between Crown Place and Pilrig Street were then put in place.
- 2.5 The outcome of the consultation for the Traffic Regulation Order, between Crown Place and Pilrig Street, was the subject of a detailed report to the Transport and Environment Committee on 18 March 2014.

## Main report

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### Design principles

- 3.1 The Leith Programme's design principles adhere to those set out in the Scottish Government's 'Designing Streets' manual. They focus on creating an attractive 'place' and are informed by the findings of the local consultation. These showed a strong desire for high quality streets and for a scheme that supports sustainable travel. They are also informed by an analysis of the street's functions and its importance locally, as well as across the city as a major connector. A wide range of data including the Census 2011 results, travel routes, schools information, on-street observation and surveys also underpin the principles and designs promoted through the Leith Programme.
- 3.2 Both Leith Walk and Constitution Street combine high numbers of households, businesses, shops and amenities. Leith Walk in particular experiences a high volume of pedestrians and public transport commuters on a daily basis. It is also an important social backdrop and symbolic focal point in local people's lives.

### Works – Constitution Street

- 3.3 The designs approved last March by Committee for work to Constitution Street, were delivered by Tarmac Lafarge Ltd under the Council's term service contract that was in force at the time. Works commenced in April 2013 and included significant narrowing of the road at some points, some reinstatement of setting, realignment of kerbs, improvement to the Charlotte Street junction and resurfacing of the road and resurfacing of all pavements. The later installation of greenery and cycle parking facilities by the Council complements the changes.
- 3.4 The planned, significant upgrade to the junction at Bernard and Baltic Streets was also delivered during the first phase of work. This included the closure of Assembly Street to create signalised pedestrian crossings on three sides of the junction, and simplifying pedestrian crossing arrangements on the fourth side where an existing crossing was located. The approved design for the junction, agreed by the Leith Programme Oversight Group, is included at Appendix 1 for noting. Following the completion of works, new tables and chairs licenses have been agreed and positive feedback on the changes has been received from local people.
- 3.5 Throughout work on Constitution Street, a full time staff member was allocated to a liaison role with local businesses and residents. This allowed contractors and the Council to respond quickly to local issues, such as providing access, working around one-off events and improving local signage where required. Based on positive feedback from traders and residents these liaison arrangements will be continued throughout the Leith Programme. Works on Constitution Street were completed on 22 November 2013.

## **Design – Foot of the Walk to Pilrig Street**

- 3.6 The design for Crown Place to Pilrig Street was developed during spring 2013, with input and discussion with key stakeholders in Leith. In June 2013, the Leith Programme Oversight Group agreed to progress an 'enhanced design' for this section, and the entire length of Leith Walk. Features include a narrower carriageway with more frequent informal pedestrian crossings, regularly spaced zebra crossings and controlled pedestrian crossings where required. The enhanced design includes on-road cycle lanes (at a width of 1.75m) with a 0.5m buffer between parked cars and the cycle lanes. The extension of cycling facilities into this section of Leith Walk creates an important connector for the city's cycling network. The approved design is included at Appendix 2 for noting.
- 3.7 It should be noted that the design for this section also provides for on-road cycle, motor cycle and disabled parking spaces and the relocation of domestic waste bins from the pavements into lay-bys. Whilst there is a reduction in the overall space allocated for parking, parking surveys carried out for the Programme show that there is currently a significant issue of all day parking on Leith Walk, which reduces availability of customer parking. The completion of this phase will provide a much improved road surface, road markings consistent with TRO restrictions, and parking restriction signage. These factors, combined with more rigorous enforcement and parking turnover, should provide good access to parking for customers visiting shops.
- 3.8 As noted above, in June 2013, a formal request was made to Transport Scotland, supported by Sustrans Scotland, for funding towards the additional costs of providing an enhanced design with better pedestrian and cycling features for the entire length of Leith Walk. Once funding was announced in September, statutory processes were prepared and carried out for this section of the street. These concluded in January and were subject to a detailed report to the Transport and Environment Committee on 18 March 2014. A public hearing has been requested in relation to some outstanding objections to the Traffic Regulation Order. In the meantime, delivery of this phase is progressing through a Partial Order, and a further TRO will be developed for one small area within this Phase.
- 3.9 The design for the Foot of the Walk junction, agreed by the Leith Programme Oversight Group in April 2014, is shown at Appendix 3. This seeks to transform the functioning of the junction by widening some currently narrow pavements and helping to make crossing the junction simpler and more direct. The Foot of the Walk junction and surrounds is a busy hub of pedestrian activity and public transport access. These factors, combined with the location of amenities on all sides of the junction, have been carefully taken into account.

## **Works – Foot of the Walk to Pilrig Street**

- 3.10 The second phase of delivery of the Leith Programme relates to the area on Leith Walk between the Foot of the Walk and Pilrig Street. For this phase, Crummock (Scotland) Ltd were awarded a contract for the construction between Crown Place and Pilrig Street through a competitive tender process. Work on site commenced in May 2014.
- 3.11 During this current, second phase of construction, every effort is being made to ensure that the local community and local businesses are well informed about the works and to minimise local disruption. Tendering process for work on Leith Walk has emphasised the requirements for sensitive construction. The dedicated staff resource for liaising with local businesses and stakeholders will be maintained.
- 3.12 It is anticipated that the second phase of work on Leith Walk will be completed by November 2014, and work to the Foot of the Walk Junction will take place over winter 2014/15 and into early spring 2015. An outline of the Programme's anticipated phasing from here on is included at Appendix 4.

## **Design – Pilrig Street to Picardy Place**

- 3.13 The design features for the third phase of the Leith Programme, from Pilrig Street to Picardy Place were reported to Committee in March 2013, and are to include the reconfiguration of London Road roundabout as a 'T' junction. This significant change allows pedestrians and cyclists to move safely and directly through the junction on a distinct 'phase', and it addresses the concerns about the roundabout, in an urban context, that were very clear from the consultation feedback of 'active' travellers; both pedestrians and cyclists. Also notable in the proposed design features for this phase of the programme, is the introduction of fully segregated cycling facilities. Some modifications to road width will be applied to the design in order to minimise unnecessary revision in the future, should a tram line be extended to Leith.
- 3.14 An emerging consideration for the Leith Programme's design for the most southern (city end) section of the scheme, is the interface with the changes to Picardy Place. Major changes to the public realm and street layout will be progressed as part of the St James quarter redevelopment project. There is a real opportunity to combine design features for active travel through Picardy Place, thus joining up schemes in Leith Walk, the city centre and other active travel routes across the city.
- 3.15 The importance of Picardy Place in connecting key routes and destinations for cycling, as part of a longer term vision for the Leith to city transport corridor, was set out in the report 'Leith Programme: Consultation and Design' agreed at the Transport and Environment Committee of 18 March 2013.

## Measures of success

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- 4.1 Delivery of the Leith Programme within anticipated timescales and within available budget, to help meet the Council's outcome 25, of efficient and effective services that deliver on objectives.
- 4.2 An increase in excess of the Active travel Action Plan target number of people opting to cycle the route over the three years following completion of the project, monitored via transport surveys, with 2012 transport survey figures providing the baseline for this comparison.
- 4.3 Feedback following ongoing engagement with residents and businesses, to determine levels of satisfaction with the completed scheme.

## Financial impact

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- 5.1 The Council has made a financial commitment of £5.5M towards the construction costs of the Leith Programme, as reported to the Finance and Resources Committee on 31 July 2012 (then Finance and Budget Committee).
- 5.2 The Council is also making a significant contribution including professional and associated costs for a project of this scale, from within existing resource budgets. Including the costs of public hearings, this in-kind support will be in the region of £0.7M throughout the programme.
- 5.3 The award of up to £3.6M from Transport Scotland, via Sustrans Scotland, for the creation of an exemplar commuter corridor, allows for the development and construction of the enhanced features of the design which would not otherwise have been deliverable within the Council's available and committed budget.

## Risk, policy, compliance and governance impact

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- 6.1 Leith Programme management of risk is conducted through structured risk assessments and reviews. The Leith Programme is supported by regular internal assessment and review by the Corporate Programmes Office.
- 6.2 A Memorandum of Understanding governs the financial and design reporting requirements of the Council to Sustrans Scotland.
- 6.3 The management of the interface between the Leith Programme and the redevelopment of Picardy Place area, as part of the St James Quarter redevelopment, will be managed within the Council through regular liaison meetings. Achieving connectivity through Picardy Place for pedestrians and cyclists is a priority for the Leith Programme and other progressive street and cycling schemes underway in the city and led by the Council.

## Equalities impact

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) process commenced in November 2012, and is reviewed at key design stages in the Leith Programme. The designs help meet the Council's duty to advance equality of opportunity as improvements to pavements and pedestrian facilities, plus better management and enforcement of parking, will have a positive impact on the safety, freedom of movement and access for all who live in and use these streets.

## Sustainability impact

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- 8.1 A Sustainability Impact Assessment was carried out for the Leith Programme and submitted to Scottish Government in March 2013. Throughout the programme, careful impact assessments are carried out for junction designs where detailed modelling is used to assess the best way to balance the need to provide greater pedestrian priority without detrimental impacts on air quality.

## Consultation and engagement

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- 9.1 Ongoing engagement is a key feature of the Leith Programme. The original open consultation exercises, carried out in late 2012 and early 2013, sought to ensure the local community was able to influence the Council and the way that the Council is using its resources in the local area. The consultation processes sought to ensure that all identified user groups of the streets within the Leith Programme are able to feed in their opinions and aspirations, and findings were carefully studied to determine design principles for the scheme.
- 9.2 Ongoing stakeholder liaison is provided by a dedicated staffing resource – and is outlined in paragraph 3.5. A liaison officer is available on site and in the works area full time. This allows local stakeholders to raise any immediate concerns and where possible these are resolved immediately. This level of engagement activity is required, as there are high levels of concern, particularly from businesses, about further disruption on Leith Walk following previous tram related works.
- 9.3 Statutory consultation processes are carried out as a matter of course on the Leith Programme where required, with notification that exceeds the minimum requirements used, to ensure greater awareness of proposed changes.

- 9.4 Some of the communications methods used include extensive door to door letter notification about works (given the quantity of people that filter into Leith Walk each day from surrounding streets), frequent stakeholder updates are delivered on web and by e-mail, setting out any important information, including any changes to dates or delays and monthly updates with local representative groups and organisations. This level of consultation and engagement is appropriate in a programme of this scale and with this level of on-street impact.

## **Background reading/external references**

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[Leith Programme: Consultation and Design. 19 March 2013 Report to Transport and Environment Committee.](#)

[Leith Programme Traffic Regulation Order. 18 March 2014 Report to Transport and Environment Committee.](#)

### **Mark Turley**

Director of Services for Communities

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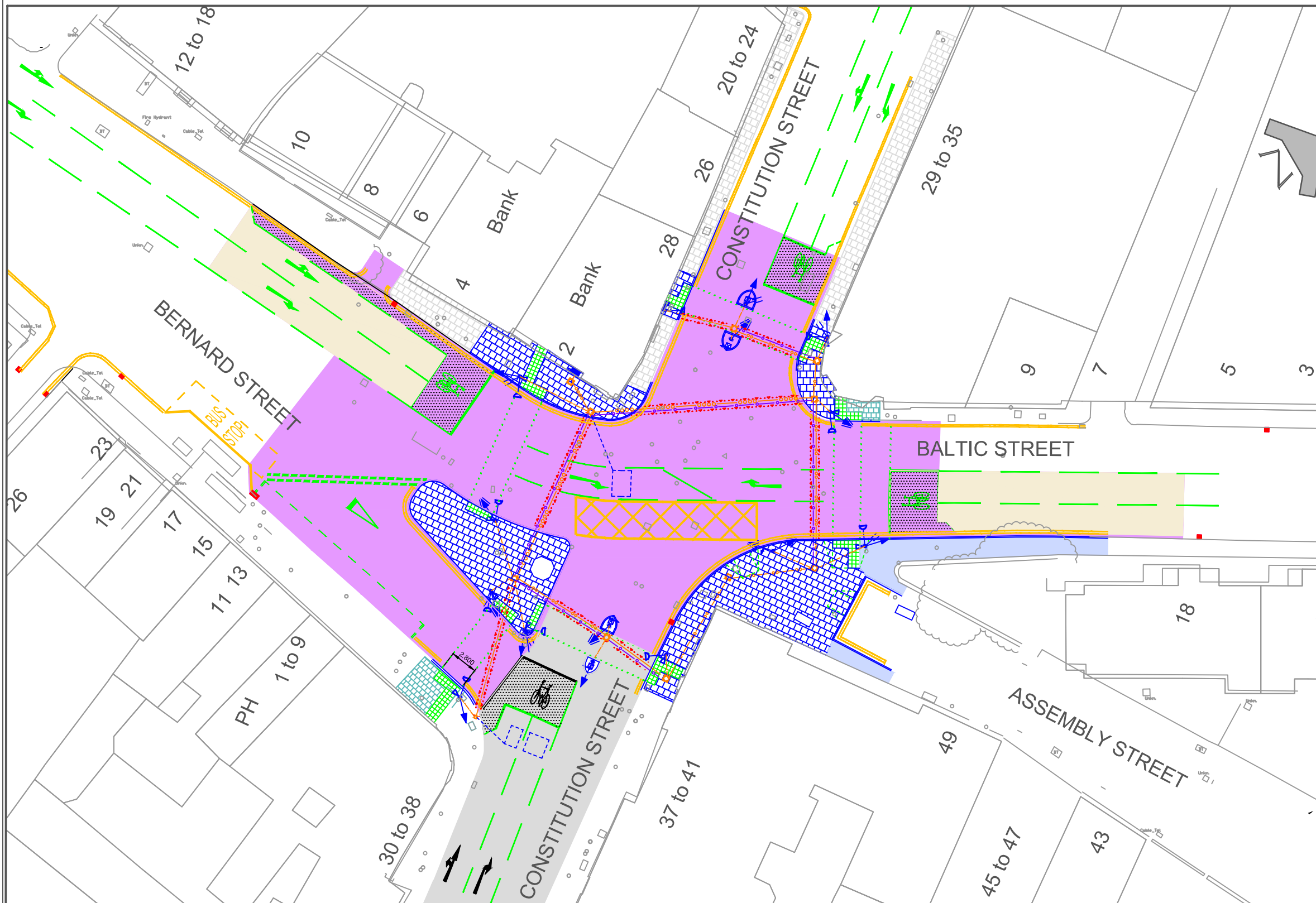
## Links

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<b>Coalition pledges</b>	<p>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P44 – Prioritise keeping our streets clean and attractive</p> <p>P45 – Spend 5% (now 7% in ) of the transport budget on provision for cyclists</p> <p>P46 – consult with a view to extending the current 20mph traffic zones</p>
<b>Council outcomes</b>	<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</p> <p>CO21 – Safe – Residents, visitors and businesses feel that edinburgh is a safe city</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO25 – The Council has efficient and effective services that deliver on objectives</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
<b>Single Outcome Agreement</b>	<p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric</p>
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Design for Bernard Street and Baltic Street Junction</li><li>2. Design for Crown Place to Iona Street</li><li>3. Design for Foot of the Walk Junction</li><li>4. Leith Programme table of key phasing from design to implementation</li></ol>



NOTES:



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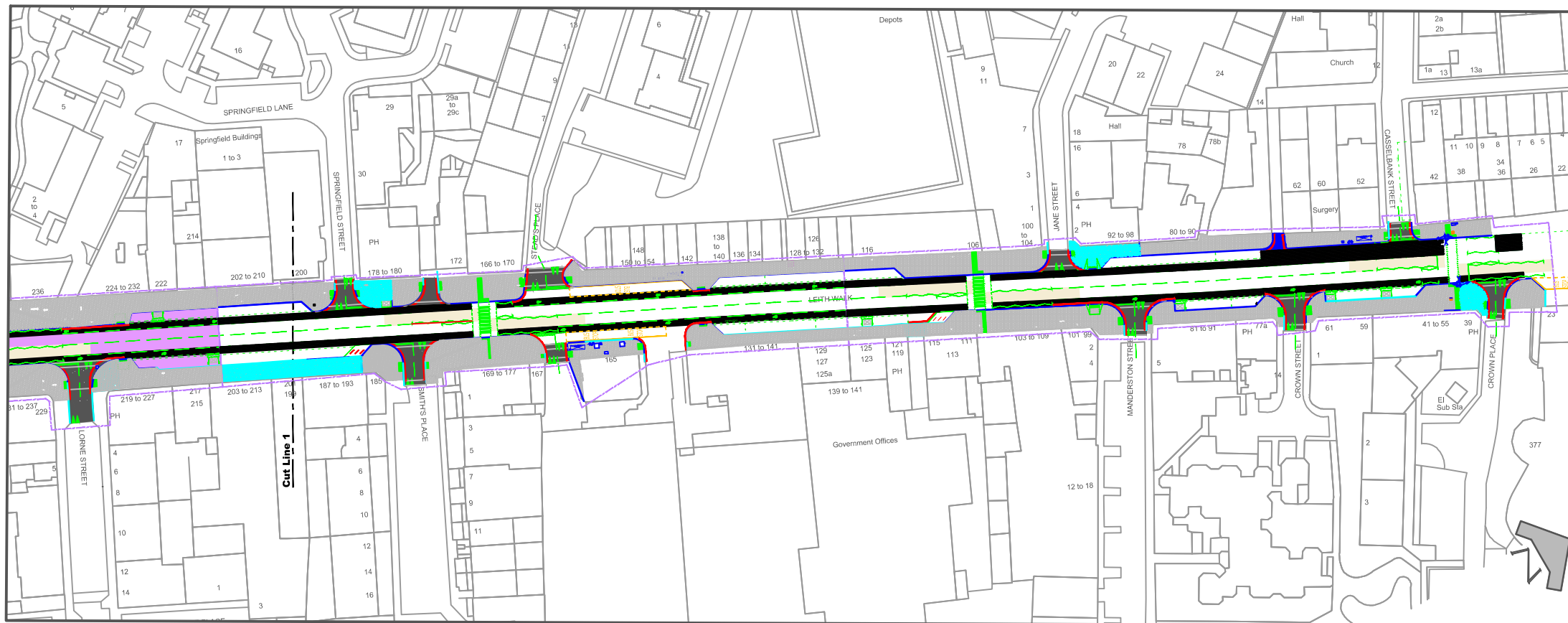
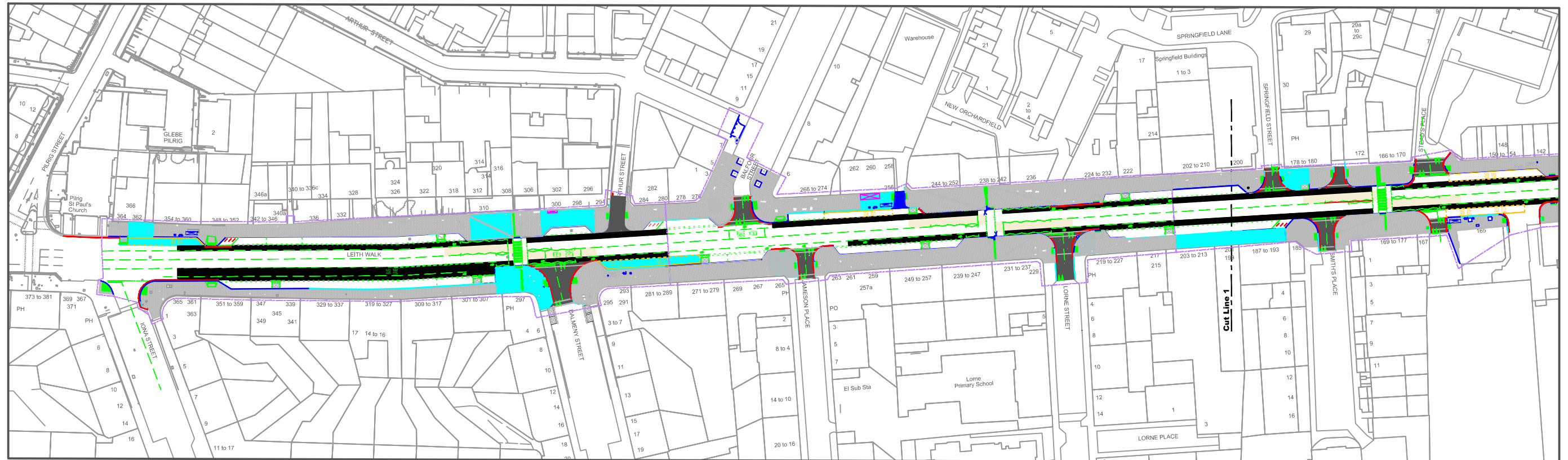


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TRANSPORT  
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NEW WORKS  
Roads & Transport Design

THE LEITH PROGRAMME  
BERNARD STREET  
BERNARD STREET/BALTIC STREET JUNCTION  
PROPOSED LAYOUT

Date: AUGUST 2013    Job No.: 636045    Drawn by: S MACKENZIE  
Scale: 1:200    Checked by: G DDIW



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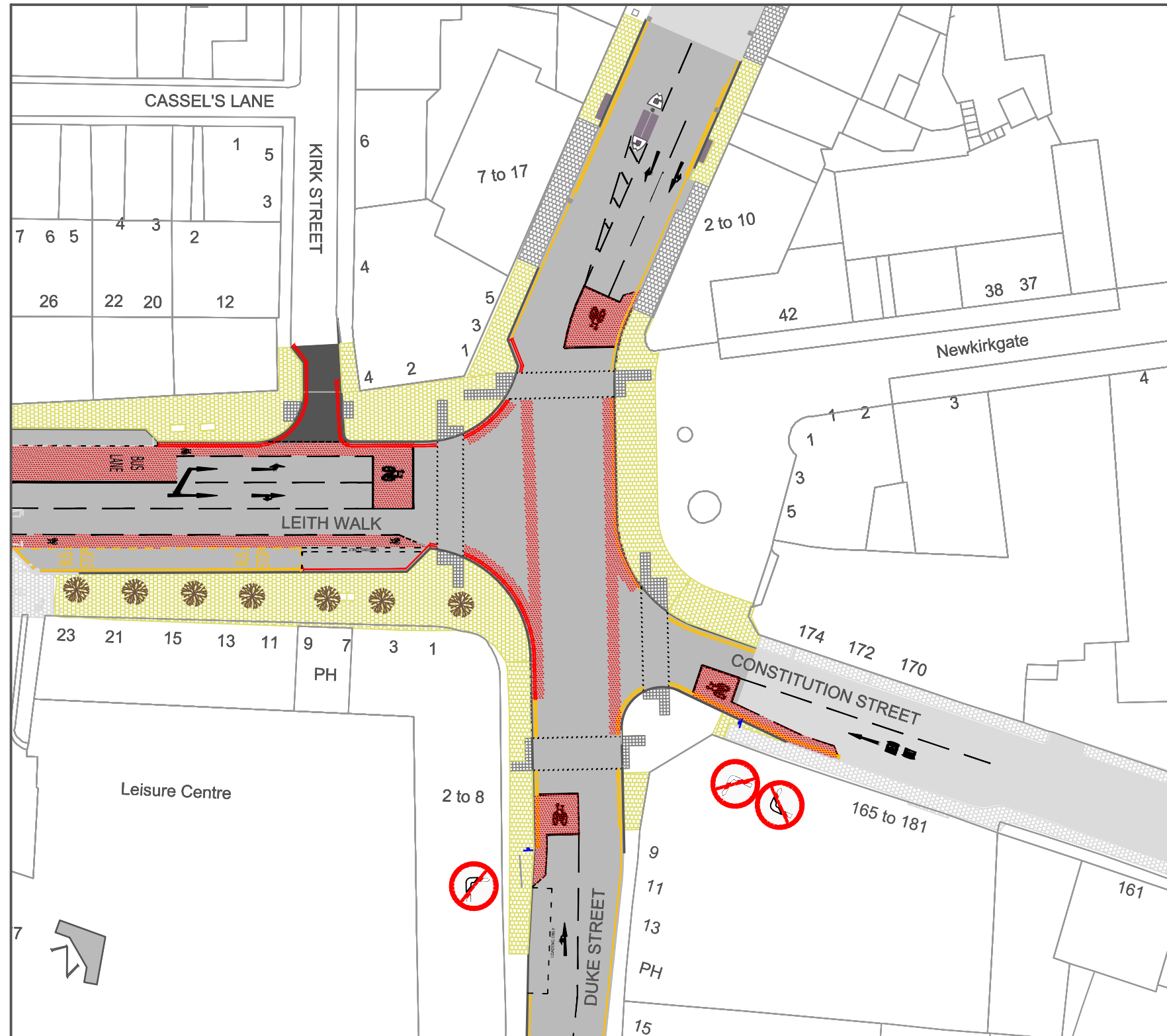
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THE LEITH PROGRAMME  
LEITH WALK - PHASES 5 to 8

GENERAL ARRANGEMENT

Date: Jan 2014      Job No. 636045      Drawn by: SDM  
Scale: 1/500      Checked by: DW

- Legend**
-  Existing layout
  -  New / renewed yellow markings
  -  New / renewed white markings
  -  New / renewed red markings
  -  Proposed footway resurfacing (PCC flags 600x450mm)
  -  Proposed red chips in surfacing to identify bus/cycle lanes
  -  Proposed carriageway resurfacing (Asphalt)
  -  Proposed reconstructed speed table
  -  Existing flagged footway



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TRANSPORT  
TRAFFIC & ENGINEERING  
NEW WORKS  
Roads & Transport Design

THE LEITH PROGRAMME  
THE FOOT OF THE WALK

PROPOSED LAYOUT

Date: APRIL 2014    Job No. 636045    Drawn by: SDM  
Scale: 1/200    Checked by: DW

**APPENDIX 4.** Leith Programme estimated phasing of work and start times. April 2014.

<b>Phase 2</b> <b>Crowne Place to Iona Street</b>	summer 2013	autumn 2013	winter 2013/14	spring 2014
	Design development 6-9 months (underway)	Statutory processes 6-9 months (underway)	Procurement 4 months (underway)	Construction 7-8 months
<b>Phase 3</b> <b>Foot of the Walk Junction</b>	winter 2013/14	spring 2014	spring 2014	autumn 2014
	Design development 2-3 months (commenced)	Statutory processes 6-9 months	Procurement 4-6 months	Construction 4-5 months
<b>Phase 4</b> <b>Pilrig Street to Picardy Place including Pilrig Junction</b>	spring 2014	summer 2014	summer 2014	winter 2014/15
	Further design development 6 months	Statutory processes 6-9 months	Procurement 6 months	Construction 10-12 months

These timescales are estimates and may be subject to factors including procurement exercises, other major development sites and infrastructure projects. For each phase above, detailed design work can continue until the statutory processes are completed.

Anticipated key decision dates	Transport and Environment Committee	Traffic Regulation Order	18 March 2014
	Finance and Resources Committee	Notice of award of contract under delegated authority	20 March 2014
	Finance and Resources Committee	Contract awarded for Phase 2 and details of award	7 May 2014
	Transport and Environment Committee	Design and Implementation - routine report (no decisions)	3 June 2014

This draft provides current phasing estimates, at April 2014. As key dates are confirmed, information is made widely available in the public domain.

# Transport and Environment Committee

1000 hrs, Tuesday, 3 June 2014

## 7% Budget Commitment to Cycling

Item number	7.7
Report number	
Executive/routine	
Wards	All

### Executive summary

---

At its meeting on 9 February 2012, the Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP) and to attract funding from external bodies such as Sustrans.

At its meeting on 13 February 2014, the Council approved the Coalition decision to set 7% targets (capital and revenue) for expenditure on cycling in 2014/15. This report covers the Council's proposed expenditure to meet these targets.

### Links

---

Coalition pledges	<a href="#">P43</a> , <a href="#">P45</a> and <a href="#">P50</a>
Council outcomes	<a href="#">CO5</a> , <a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO9</a> , <a href="#">CO18</a> , <a href="#">CO19</a> and <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> and <a href="#">SO4</a>

## 7% Budget Commitment to Cycling - Summary of Expenditure

### Recommendations

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- 1.1 It is recommended that the Committee approves the proposed Council expenditure on cycling for 2014/15.

### Background

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- 2.1 In 2010, the Council approved its [Active Travel Action Plan](#) (ATAP). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the recently approved Local Transport Strategy.
- 2.2 The ATAP includes a wide range of actions aimed at achieving its targets. A key element is the creation of the 'Family Network' of routes suitable for less confident cyclists including women, children and family groups.
- 2.3 The ATAP sets out priorities for developing the family network, these seek to fill gaps in the city's existing off-road network, which is largely based around former railways, and to create connections to key destinations, most importantly the city centre. The network is primarily aimed at cyclists but most sections are also walking routes.
- 2.4 In order to facilitate the delivery of the ATAP, the following motion was proposed and approved by the Council at its meeting of 9 February 2012:  
"Council agrees that the percentage of transport spend (net of specifically allocated external transport funding) allocated to cycling shall be a minimum of 5%, for both revenue and capital, in 2012/13 and that the percentage of spend on cycling will increase by 1% annually. Council therefore instructs the Director of Services for Communities to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing, the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP".

2.5 For the 2013/14 financial year, the Council approved an increase in the proportion to be spent on cycling to 6%. At its meeting on 13 February 2014 the Council agreed to:

“Note the continuing allocation to cycling as a percentage of both the net capital expenditure and the net revenue expenditure of the Transport division of the Council, including revenue funding for core roads services, transport and neighbourhood roads, but excluding tram and certain specifically allocated capital funding, namely flood prevention and coastal protection, agrees this percentage should be increased to 7% for 2014/15 and confirms the actual allocations to cycling for financial years 2012/13 and 2013/14”.

2.6 This report covers the Council’s proposed capital and revenue expenditure on cycling, in the 2014/15 financial year, to meet the 7% targets.

## Main report

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3.1 The Council’s proposed expenditure on cycling for 2014/15 is summarised below:

### Capital programme

3.2 The total Capital Investment Programme (CIP) for Traffic Engineering, Transport Planning and Roads for 2014/15 (excluding flood prevention, tram project and Neighbourhood Environmental Partnership funding) has been estimated to be £18,233,000. To meet the 7% commitment it has been calculated that approximately £1,276,000 should be spent on cycling. It is proposed that this is achieved using a combination of expenditure on new cycling infrastructure and existing cycling related spend:

- a) Cycle Capital programme = £1,031,000; and
- b) Capital Road Renewals - existing renewals that benefit cyclists (eg renewal of surfacing in advanced stop areas, cycle lanes and bus lanes (100% of the first 1.5m width)) = £245,000.

3.3 In addition, there is a budget transfer forecast of £580,000 from 2013/14 to 2014/15, for the completion of projects spanning both financial years.

3.4 A capital cycle projects programme has been developed for the 2014/15 financial year, which allocates the £1,031,000 of funding for new cycle projects plus the £580,000 year-to-year transfer (see Appendix 1) totalling £1,611,000.

- 3.5 The Council has continued to be very successful in attracting Scottish Government funding via Sustrans, the sustainable transport charity. The total funding allocation for the 2014/15 financial year is £2.81m, the largest total awarded to any Scottish Council. This includes £1.8m previously allocated for the upgrade of cycling and walking facilities on Leith Walk and £1.01m of Community Links grant recently awarded, following bids submitted in February this year. The Council's percentage budget commitment has provided a degree of certainty which has helped in the preparation of funding bids. Crucially it has also helped ensure that the Council has adequate funding to match the availability of cycling finance from the Scottish Government via Sustrans.
- 3.6 It should be noted that many of the cycling projects involve creating or improving off-road routes or providing new road crossings. Such projects generally also entail significant benefits for pedestrians.

### **Revenue programme**

- 3.7 The net Revenue expenditure budget for Roads and Transport for 2014/15 (adjusted for external income) is estimated to be £8,450,073. On this basis the 7% target revenue cycling budget has been calculated as £591,505. It is proposed that this will be achieved using a combination of existing cycling related spend and additional cycling expenditure:
- a) Existing spend on cycling related maintenance (£305,000):
    - Revenue Roads Maintenance – existing maintenance work that benefits cyclists (eg 100% of street lighting, winter maintenance and gully cleaning costs on all cycle paths/lanes) = £130,000
    - Maintenance of signalised Toucan (cyclist and pedestrian) crossings (100% of costs) = £35,000
    - Maintenance of yellow/red lines for parking/loading restrictions (100% of cycle lanes and bus lanes) = £100,000
    - Maintenance of Ford's Road bridge (50% of costs) = £40,000
  - b) Allocation for additional cycling revenue projects (£286,505):
    - Neighbourhood/Natural Heritage Services project bank (small scale cycling improvement schemes) = £130,000
    - Project studies, promotion and monitoring = £156,505
- 3.8 A draft revenue cycle projects programme has been developed for the 2014/15 financial year, that proposes an allocation of the £286,505 of funding for new cycle projects (see Appendix 2).



## Monitoring of spend

- 3.9 It should be noted that the expenditure of the 5% (+1% per annum) commitment, is subject to a report being presented to the Committee every September. That report details how the budget was spent and provides an update on progress towards achieving the Charter of Brussels and ATAP targets. A report on cycling-related spend for the 2013/14 financial year is scheduled to be presented to the September 2014 Committee.

## Measures of success

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- 4.1 A report on actual expenditure in 2014/15 versus the 7% targets will be presented to the September 2015 Committee.
- 4.2 Regarding increases in cycle use, the ATAP includes a number of targets and these will be monitored over the Plan's duration (2010-2020). The latest figures are contained within the 'Active Travel Action Plan – Two Year Review', which was reported to the 27 August 2013 meeting of the Committee. It is planned that a further report on progress will be presented to the Committee in 2015.

## Financial impact

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- 5.1 The Council's Capital Investment Programme (CIP) for Traffic Engineering, Transport Planning and Roads for 2014/15 is £18,233,000. The 7% calculation on this figure equals £1,276,000. Existing spend on cycling related capital enhancement is estimated to be £245,000, this leaves a target for new cycling investment of £1,031,000. The Transport, Policy and Planning capital programme has allocated £962,000 towards this target from its block budget. It is anticipated that a further £69,000 is needed to meet the 7% target and it is proposed that this is transferred from the Roads capital budget.
- 5.2 The Council's approved net revenue budget for Roads and Transport in 2014/15 is £8,450,073. The 7% calculation on this figure equals £591,505. Existing spend on cycling related revenue maintenance is estimated to be £303,000, which leaves a target for new cycling investment of £286,505. £259,408 has been allocated from the Roads and Transport budgets. A further £29,097 is needed to meet the 7% target. It is proposed that this is met through the transfer of 1% of the Neighbourhoods Roads Maintenance Revenue budget.
- 5.3 The report outlines total capital expenditure plans of £1.276m on investment in cycling infrastructure. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £1.276m and interest of £0.804m, resulting in a total cost of £2.080m based on a loans fund interest rate of 5%. The annual loan charges would be £0.104m. The loan charges outlined above, are provided for within the current long term financial plan.

- 5.4 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third party contributions, capital receipts and borrowing. The borrowing required, is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis, rather than for individual capital projects. The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

## **Risk, policy, compliance and governance impact**

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- 6.1 If the Council is unable to spend the 7% allocation for cycling it could result in unnecessary borrowing and reputational damage. This risk will be mitigated through monthly programme monitoring and will be monitored in the Transport division's risk register.
- 6.2 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.3 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

## **Equalities impact**

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- 7.1 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the ATAP. An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP, which concluded that a full EqIA was not required.
- 7.2 An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's capital and revenue expenditure on cycling in the 2014/15 financial year.

## **Sustainability impact**

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- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 7% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

- 8.2 A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan. It concluded, that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

## Consultation and engagement

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- 9.1 Consultation on the 2014/15 cycle capital programme has been undertaken with members of the Cycle Forum including Spokes and Pedal on Parliament. The detailed 2014/15 cycle revenue programme is under development and will also be consulted on via the next Cycle Forum.

## Background reading/external references

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Minutes of 9 February 2012 Council meeting

Active Travel Action Plan (September 2010)

Active Travel Action Plan - Two year review (August 2013)

### John Bury

Acting Director of Services for Communities

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## Links

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<b>Coalition pledges</b>	<p><b>P43</b> - Invest in healthy living and fitness advice for those most in need.</p> <p><b>P45</b> - Spend 5% of the transport budget on provision for cyclists</p> <p><b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
<b>Council outcomes</b>	<p><b>CO5</b> – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p><b>CO7</b> – Edinburgh draws new investment in development and regeneration.</p> <p><b>CO8</b> – Edinburgh’s economy creates and sustains job opportunities.</p> <p><b>CO9</b> – Edinburgh residents are able to access job opportunities.</p> <p><b>CO18</b> – Green - We reduce the local environmental impact of our consumption and production.</p> <p><b>CO19</b> – 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><b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
<b>Single Outcome Agreement</b>	<p><b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p><b>SO2</b> - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Proposed 2014/15 cycle capital programme</li><li>2. Proposed 2014/15 cycle revenue programme (draft)</li></ol>

**Appendix 1 - Proposed 2014/15 cycle capital budget**

Location	Scheme	Cost	Source:				Remarks
			Roads	Cycle Block	CWSS	Sustrans	
Various locations	Cycle lane, advanced stop area and bus lane elements of Capital Road Renewals	£ 245,000	£ 245,000	-	-	-	
<b>Construction:</b>							
<b>Committed:</b>							
Loanhead - Gilmerton (disused rail line)	Surface, bridge/ramp & crossings	£ 415,000	£ -	£ 255,000	£ -	£ -	£160K Sustrans funding carried forward from 2013/14
Loanhead - Gilmerton (Lasswade Road)	Widening footway and surfacing	£ 200,000	£ -	£ 200,000	£ -	£ -	Matches 2013/14 Sustrans funding
Haymarket - Forth Bridge	A90 Section 5	£ 550,000	£ -	£ 295,000	£ -	£ -	£255K Sustrans funding carried forward from 2013/14
Haymarket - Forth Bridge	A90 Sections 2 / 3	£ 550,000	£ -	£ 78,000	£ 472,000	£ -	Matches 2013/14 Sustrans funding
Leith - Portobello (Leith Links / Seafield Road)	Widen & resurface footpath / footway	£ 67,000	£ -	£ 67,000	£ -	£ -	Completion of 2013/14 scheme
Corstophine rail path	Surfacing and lighting of disused rail line	£ 20,000	£ -	£ 20,000	£ -	£ -	Completion of 2013/14 scheme
<b>Sustrans funded:</b>							
Union Canal to Innocent via Meadows	Widened footways, Toucan crossings, etc	£ 500,000	£ -	£ -	£ -	£ 500,000	Sustrans funding is matched by CEC in 2015/16
City-wide	'Family Network' signage	£ 80,000	£ -	£ 40,000	£ -	£ 40,000	
Leith - Portobello (Links Pl to Constitution St)	Widening & resurfacing footpaths	£ 250,000	£ -	£ 125,000	£ -	£ 125,000	
NCN1 route improvements	Toucan crossing, minor improvements	£ 120,000	£ -	£ -	£ -	£ 120,000	Pedal for Scotland route
<b>Other schemes:</b>							
Craiglockhart Rd Nth path	Widen / resurface footpath	£ 40,000	£ -	£ 40,000	£ -	£ -	
Tram route	Cycle facility enhancement	£ 50,000	£ -	£ 50,000	£ -	£ -	
City-wide	On-street cycle parking	£ 55,000	£ -	£ 55,000	£ -	£ -	
City-wide	Cycle/pedestrian counters	£ 90,000	£ -	£ 90,000	£ -	£ -	
City-wide	Design of future schemes	£ 131,000	£ -	£ 56,000	£ -	£ 75,000	£75K Sustrans Funding for the Causey project. Part funded by £13K from Cycle Block budget
<b>Design of future year schemes (Sustrans funded):</b>							
Roseburn Path - Leith Walk via George Street	Segregated cycle paths, quiet roads, crossings, etc.	£ 150,000	£ -	£ 75,000	£ -	£ 75,000	
Roseburn Path - Union Canal	New bridges and crossings	£ 150,000	£ -	£ 75,000	£ -	£ 75,000	
<b>Capitalised staffing costs</b>							
	Clienting, Project Management, etc	£ 90,000	£ -	£ 90,000	£ -	£ -	
<b>Total</b>		<b>£ 3,753,000</b>	<b>£ 245,000</b>	<b>£ 1,611,000</b>	<b>£ 472,000</b>	<b>£ 1,010,000</b>	

**Appendix 2 - Proposed 2014/15 cycle revenue budget (draft)**

<b>Scheme</b>	<b>Cost</b>	<b>Remarks</b>
<b>Existing cycle maintenance:</b>		
Street lighting, winter maintenance and gully cleaning of cycle paths/lanes	£ 130,000	
Maintenance of signalised Toucan (cyclist and pedestrian) crossings	£ 35,000	
Maintenance of yellow/red lines for parking / loading restrictions in cycle / bus lanes	£ 100,000	
Maintenance of Ford's Road bridge	£ 40,000	
<b>Total</b>	<b>£ 305,000</b>	
<b>Additional cycle projects:</b>		
Neighbourhood/Natural Heritage Services 'project bank' (small scale cycling improvement schemes)	£ 130,000	Allocated internally via a bidding process
Project studies: - Review of cycle lane parking/loading restrictions - Review of main road corridors - Review of one-way streets to assess suitability for cycle contra-flows	£ 60,000	
Promotion of cycling via free maps, events, etc.	£ 56,000	
Monitoring of cycle usage	£ 40,505	
<b>Total</b>	<b>£ 286,505</b>	
<b>Grand Total</b>	<b>£ 591,505</b>	

# Transport and Environment Committee

1000hrs, Tuesday, 3 June 2014

## Development of Major Cycling and Walking Projects – Implementation Plan

Item number	7.8
Report number	
Executive	
Wards	6 - Corstorphine/Murrayfield 7 - Sighthill/Gorgie 8 - Colinton/Fairmilehead 9 - Fountainbridge/Craiglockhart 11 - City Centre 12 - Leith Walk 13 - Leith

### Executive summary

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The Council's Contract Standing Orders require Committee approval for the appointment of most consultancy services over £25,000.

£150,000 has been set aside from the Council's Cycling Capital budget in 2014/15 to develop two major cycling/walking infrastructure projects. This is being matched by £150,000 awarded from a Sustrans "Community Links" fund. The projects are key links in the Family Network, which is an important element in the Active Travel Action Plan.

The work planned for 2014/15 includes additional business case studies, feasibility, engineering investigation works, consultation and preliminary designs. The Council does not currently have the capacity, or for some aspects the necessary skills base, to develop these projects internally in 2014/15. It is for this reason that appointment of consultancy support, via a competitive tendering process, is recommended.

### Links

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Coalition pledges	<a href="#">P43</a> and <a href="#">P50</a>
Council outcomes	<a href="#">CO5</a> , <a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO9</a> , <a href="#">CO18</a> , <a href="#">CO19</a> and <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO2</a> , <a href="#">SO3</a> and <a href="#">SO4</a>

## Development of Major Cycling and Walking Projects – Implementation Plan

### Recommendations

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- 1.1 It is recommended that the Committee approves the appointment of consultancy services for the development of major cycling and walking projects including a Roseburn to Leith Walk cycle link and a Roseburn to Union Canal path link.

### Background

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- 2.1 In 2010, the Council approved its [Active Travel Action Plan](#) (ATAP). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the recently approved Local Transport Strategy.
- 2.2 Over the past three financial years, the Council has invested £2.2M in new cycle infrastructure, supplemented by £2.9M from the Scottish Government via the Sustrans Community Links Fund and the Cycling Walking and Safer Streets fund. The Council has secured a further £3.6M from the Scottish Government to help deliver cycling and walking improvements on Leith Walk and has recently been awarded an additional £0.8M in Community Links funding for the 2014-15 financial year.
- 2.3 The 2011 Census recorded just under 9500 Edinburgh residents commuting by bike, up 56% from 2001 (4.8% of Edinburgh resident commuters). Automatic counts show a further 25% increase in cyclist numbers from 2011 to 2013.
- 2.4 The ATAP includes a wide range of actions aimed at achieving its targets. A key element is the creation of the 'Family Network' of routes suitable for less confident cyclists including women, children and family groups.
- 2.5 The ATAP sets out priorities for developing the family network. These seek to fill gaps in the city's existing off-road network, which is largely based around former railways, and to create connections to key destinations, most importantly the city centre. The network is primarily aimed at cyclists but most sections are also walking routes.



- 2.6 Two of the most important gaps in the network are:
- west to east across the city centre from Roseburn to Leith Walk, via George Street; and
  - between Roseburn and easternmost section of the Union Canal.

This report recommends taking forward work aimed towards filling these gaps, both of which have the potential to contribute significantly towards achieving the ATAP cycling and walking targets.

- 2.7 Roseburn is at the junction of several pedestrian/cycle routes that converge from North, North West and West Edinburgh. There is currently no route suitable for less confident cyclists from here to and through the George Street/Princes Street area.
- 2.8 The Council is about to invest in a significant upgrade of provision for both cyclists and pedestrians on Leith Walk, and options for a similar redesign of Picardy Place are being considered. However there is a need to link from these to the George Street/Princes Street area or to Waverley Station.
- 2.9 The Union Canal is a key route for Active Travel, linking from south-west Edinburgh into the city centre. A £0.5M project, 50% funded by the Scottish Government, will upgrade the link from the canal to the Meadows and thence to the south side of the city centre in 2015/16.

## Main report

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- 3.1 Two projects were awarded a total of £150,000 from a Sustrans “Community Links” fund in April 2014 to be spent in financial year 2014/15 with £150,000 of Council match funding. Further feasibility, investigations, design and consultation work will be undertaken in 2014/15.
- 3.2 This work will require a broad range of skills and experience including traffic survey management, traffic modelling, highways design, project management, option assessment/appraisal and the organisation of public consultations.
- 3.3 As relevant Council teams do not have the capacity or, in some cases, the skills to undertake the required works in 2014/15, it is proposed to appoint consultancy support, via a competitive tendering process, to design and develop these schemes in 2014/15.
- 3.4 Initial feasibility studies have estimated construction costs for the two projects ranging from £6,000,000 to £8,000,000 for Roseburn to Leith and £1,800,000 to £2,900,000 for the initial phase of Roseburn to Union Canal. Both projects lend themselves to a phased implementation and would be delivered over a period time when funding is available. There are several opportunities to fund 50% or more of these costs from outwith the Council; see section 6.2.

### **Roseburn to Leith Walk cycle route**

- 3.5 See Appendix 1 for a plan of the study area and potential routes.
- 3.6 This high profile project would provide a step change in the quality of cycle access on a west-east axis through the Edinburgh city centre. It would offer high quality, mainly segregated, cycling and link together planned segregated facilities on Leith Walk with the off-road network at Roseburn via George Street. Building on the existing network of off-road cycle/pedestrian paths, this new link will provide much safer, more direct and convenient city centre access by bike from a large area of the city.
- 3.7 The next phase for this project, to be awarded to an external consultancy, in 2014/15 will include:
- Public and stakeholder engagement;
  - Further feasibility;
  - Development and appraisal of route options;
  - Preliminary design work;
  - Traffic modelling; and
  - Production of a detailed project Business Case.

### **Roseburn to Union Canal path link**

- 3.8 See Appendix 2 which includes a plan of the study area with potential route and structures.
- 3.9 This project involves the creation of an almost totally traffic-free connection in Edinburgh's proposed family cycle network between the North Edinburgh Path Network and the Union Canal, currently separated by an area of busy streets. A link would also be created along the north side of the West Approach Road as far as Morrison Crescent, allowing safer and more convenient access to the Morrison Street area avoiding the Haymarket junction. The link is also identified in the [Edinburgh Open Space Strategy](#). With this in mind, work will be undertaken to make the best use of the Green space through which the link would pass, especially two areas of former railway land.
- 3.10 There are significant constraints in providing this link; the path must cross two busy rail lines and further bridges/crossings would be required across Dalry Road and West Approach Road to complete the route.

- 3.11 The works proposed to be undertaken, and awarded to an external consultancy, in 2014/15 will include:
- Public consultation and engagement;
  - Advancement of the feasibility and preliminary design work for structures and green spaces;
  - Ground Investigations and topographical surveys;
  - Consultation with statutory stakeholders; and
  - Production of a detailed project Business Case.

### Measures of success

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- 4.1 These schemes have significant potential to increase levels of walking and particularly cycling in the catchment areas of the routes concerned. Both schemes will also significantly increase the attractiveness of the routes and likely increase the numbers of leisure and utility cyclists.
- 4.2 It is proposed to measure levels of use and perceptions of route quality – before and after these routes are implemented.
- 4.3 Given the scale and nature of these projects there is potential for a positive increase in awareness and publicity for cycling in Edinburgh.

### Financial impact

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- 5.1 The potential cost of these works contracts in 2014/15 includes £150,000 from the Council's Cycling Capital budget. A further £150,000 was awarded from a Sustrans 'Community Links' fund in April 2014 to further develop these specific projects.
- 5.2 An update will be provided to the Finance and Budget Committee in the form of a Business Bulletin, which will detail the outcome of the tender and any contract award.
- 5.3 Future project implementation funding is likely to be through the cycling capital budget and external contributions.

## Risk, policy, compliance and governance impact

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- 6.1 The recommendation of this report approves the use of £150,000 of Sustrans funding, which was successfully bid for and awarded for these projects. Should the recommendation not be approved, there is a high risk that the Council will lose this funding to develop these major projects as internal resources do not have capacity.
- 6.2 The Council has identified several potential sources of funding contributions to these projects which could be available in the period from 2015 to 2020. These include European Union funding for Green Infrastructure and the Sustrans “Community Links” fund. It is the intention to develop proposals in 2014/15 to be in a position to qualify for and pursue these funding opportunities.
- 6.3 The recommendations in the report are anticipated to assist in the delivery of the Council’s Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.4 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

## Equalities impact

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- 7.1 An Equalities Impact Assessment (EqIA) pre-assessment has been completed for each of these projects individually and will be continually reviewed and updated as they develop. Key equality considerations currently identified include:
- Potential impact of design and construction to local stakeholders; and
  - Ensure safe and unrestricted access to the new facilities for all path users.
- 7.2 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the Active Travel Action Plan (ATAP). An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP which concluded that a full EqIA was not required.

## Sustainability impact

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- 8.1 A Sustainability Impact Worksheet was completed for these projects, which concluded that there are unlikely to be significant adverse sustainable impacts arising from their implementation. A full Environmental Impact Assessment will be required and completed as part of the Planning process, during design and consultation.
- 8.2 If the ATAP is implemented successfully, it is expected that there would be positive environmental benefits. The development and potential implementation of these projects will assist in the delivery of the ATAP actions relating to walking and cycling.

## Consultation and engagement

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- 9.1 Given the nature and scale of each of the proposed projects, public engagement will be undertaken throughout the projects lifecycles. Successful public and stakeholder engagement will be essential in setting and achieving the project objectives and gaining support for the schemes. Statutory consultations, including planning applications, will also be undertaken on any proposals.

## Background reading/external references

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City of Edinburgh Council's Contract Standing Order Procedure:

[http://www.edinburgh.gov.uk/download/downloads/id/8897/contract\\_standing\\_orders](http://www.edinburgh.gov.uk/download/downloads/id/8897/contract_standing_orders)

City of Edinburgh Council's Guidance on the Appointment of Consultants:

[http://www.edinburgh.gov.uk/download/downloads/id/8898/guidance\\_on\\_the\\_appointment\\_of\\_consultants](http://www.edinburgh.gov.uk/download/downloads/id/8898/guidance_on_the_appointment_of_consultants)

### John Bury

Acting Director of Services for Communities

Contact: Paul Matthews, Professional Officer (Cycling)

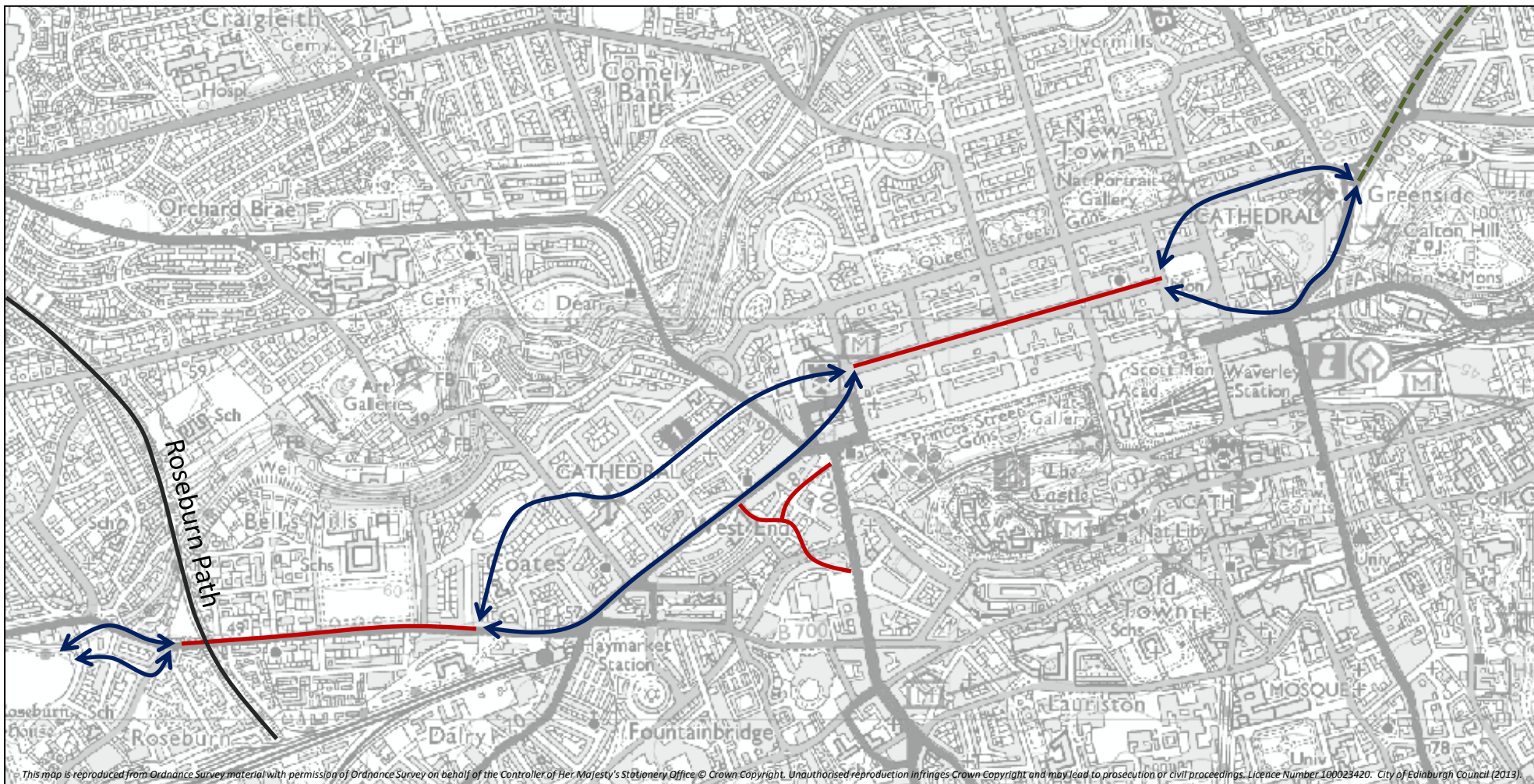
E-mail: [paul.matthews@edinburgh.gov.uk](mailto:paul.matthews@edinburgh.gov.uk) | Tel: 0131 469 3700

## Links

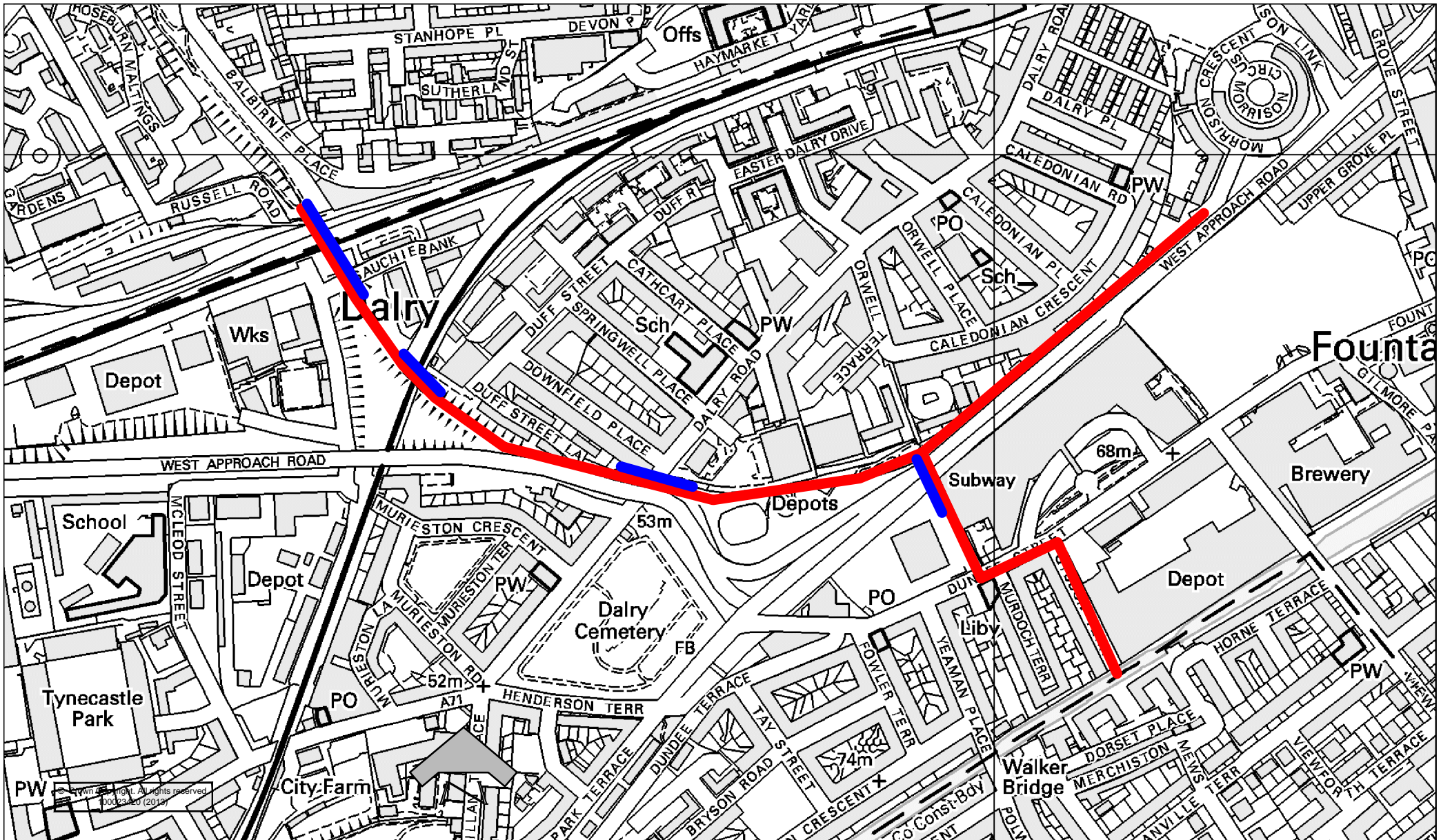
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<b>Coalition pledges</b>	<p><b>P43</b> - Invest in healthy living and fitness advice for those most in need.</p> <p><b>P45</b> - Spend 5% of the transport budget on provision for cyclists</p> <p><b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
<b>Council outcomes</b>	<p><b>CO5</b> – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p><b>CO7</b> – Edinburgh draws new investment in development and regeneration.</p> <p><b>CO8</b> – Edinburgh’s economy creates and sustains job opportunities.</p> <p><b>CO9</b> – Edinburgh residents are able to access job opportunities.</p> <p><b>CO18</b> – Green - We reduce the local environmental impact of our consumption and production.</p> <p><b>CO19</b> – 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><b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
<b>Single Outcome Agreement</b>	<p><b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p><b>SO2</b> - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<ol style="list-style-type: none"><li>1 Plan – Roseburn to Leith Walk cycle route</li><li>2 Plan – Roseburn to Union Canal path link</li></ol>

# Roseburn to Leith Walk Cycle Links



- Cycle route sections to be assessed
- ↔ Cycle route options to be assessed
- - - Leith Walk cycle facilities (to be constructed in 2014)



Route Alignment



Potential footbridges

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THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES  
 The City of Edinburgh Council  
 Waverly Court, 4 East Market Street  
 Edinburgh EH1 1ZG  
 Tel. No. 0131 - 200 2000

TRANSPORT  
 STRATEGIC PLANNING

## Roseburn to Union Canal Route proposal

Date: FEB-14  
 Scale: NTS

Drawn by: PDM  
 Checked by: CHECKED

DRG NO. P9\_01\_021/001/RoutePlan



# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Consultation Proposal

Item number	7.9
Report number	
Executive/routine	
Wards	All

### Executive summary

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Coalition Pledge 46 is “Consult with a view to extending current 20mph zones”. The Council’s new Local Transport Strategy 2014–2019 includes policy **Safe4**, which sets out an approach to speed limits in the urban area. This report addresses the implementation of policy **Safe4**, through a proposed 20mph speed network option for the city. It seeks authority to proceed with consultation on a proposed 20mph street network.

### Links

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Coalition pledges	<a href="#">P46</a> ,
Council outcomes	<a href="#">CO19</a>
Single Outcome Agreement	All

## Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Consultation Proposal

### Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 approves a draft network of 20, 30 and 40mph roads as a basis for consultation; and
  - 1.1.2 authorises a public and stakeholder consultation, as set out in the report.

### Background

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- 2.1 The Council's new Local Transport Strategy 2014–2019, approved by Committee on 14 January 2014, includes policy **Safe4**, setting out an approach to speed limits in the urban area. This policy was influenced by the successful outcome of the south Edinburgh 20mph pilot area.
- 2.2 Lowering speeds helps to encourage increased levels of walking and cycling, while reducing the severity of road traffic incidents. For some years, the Council's Local Transport Strategy (LTS) has supported 20mph as the speed limit for residential streets and streets with high levels of pedestrian activity. The development of 20mph limits is also a key element of both the Council's Active Travel Action Plan (ATAP), and the Road Safety Plan for Edinburgh to 2020 (RSP).
- 2.3 Since the late 1990s, the Council has implemented many 20mph zones, using physical traffic calming features. These now cover approximately 50 per cent of the city's residential streets. These zones have reduced casualties and are self-enforcing. They are, however, costly to implement and maintain.
- 2.4 Changes to UK traffic calming legislation, in 2011, made it possible to create 20mph zones without relying on the use of physical traffic calming features. Repeater signs and surface markings can be used. Physical traffic calming measures do, however, remain an option where this is necessary.
- 2.5 Area-wide 20mph limits were introduced in residential streets, city-wide, in Portsmouth. Several other English local authorities have since followed this approach by implementing 20mph as the default speed limit for residential streets, for example, Brighton and Hove and Oxford.

- 2.6 As reported to the Transport and Environment Committee on 27 August 2014, the south Edinburgh 20mph pilot area has been successful. There has been increased support for this speed limit amongst residents and increases in the perception of safety of walking and cycling. Post consultation implementation costs have yet to be determined.
- 2.7 The initial phase of consultation on the draft Local Transport Strategy 2014-2019 was a public and stakeholder consultation on the Issues for Review. Three options for the extension of 20mph speed limits were included in this process. Of these, Option 1, “*All residential streets, shopping areas including the city centre, and to main roads with large numbers of pedestrians (using signs, with limited traffic calming such as road humps where necessary)*” proved to have the highest level of support. The responses to proposals for further 20mph limits in the Edinburgh People’s Survey and Local Transport Strategy Issues for Review consultation are shown in Appendix 1.

## Main report

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- 3.1 On 14 January 2014, the Transport and Environment Committee approved the Council’s new Local Transport Strategy 2014–2019. The responses to the consultation process were used as an input to drafting the new strategy. In section 6 “*Road Safety*” policy **Safe4** is:
- “The Council’s approach to the setting of speed limits within the urban area will be:
- a. That on roads with a strategic movement function:
    - *those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph;*
    - *those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy **Safe5**);*
  - b. That on other roads a 20mph limit will generally be applied.
- The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.”
- 3.2 In implementing policy **Safe4** the Local Transport Strategy 2014–2019 included a priority action of consulting with the public and stakeholders on detailed proposals for the 20mph network for the city centre, main shopping streets and residential areas.

- 3.3 A set of criteria has been developed to select streets that could be included in a 20mph network. This work took into account the outcome of a fact finding trip, by Services for Communities staff and Police Scotland, to Bristol. Bristol City Council approved the implementation of 20mph areas in July 2012, and undertook in-depth network definition surveys, as well as an extensive public and stakeholder consultation, before implementing the first phase of the scheme in January 2014. The criteria used for defining the 20mph street network proposed in this report are set out in Appendix 2.
- 3.4 Based on these criteria, three initial options for networks of 20mph streets were mapped out for Edinburgh. A sub-group of the Transport Forum met twice, to consider these options and identified one as the basis of a public and stakeholder consultation. The sub-group included representatives from Police Scotland, the taxi trade, walking and cycling bodies, Kirkliston Community Council, Edinburgh Napier University Transport Research Institute and Lothian Buses, the Convener of the Committee and officers from Services for Communities. The institute of Advanced Motorists was invited to send a representative, but could not attend.
- 3.5 The network of 20mph streets to form the basis of the consultation is attached as Appendix 3. The key features of the option selected for consultation are:
- A large area of central Edinburgh with a 20mph speed limit on all roads.
  - Retention of a coherent and connected network of 30mph and 40mph roads in the middle and outer suburbs.
- 3.6 It is proposed to undertake a public and stakeholder consultation on the selected 20mph network. Given the impact of the proposals and a likely high level of public interest, a city-wide consultation will involve a rolling programme of meetings and public road shows in each of the Neighbourhood areas. Organisations representing the business community will be involved in the consultation, such as the Edinburgh Chamber of Commerce, Federation of Small Businesses and the Edinburgh Business Forum. To obtain the views of residents, Community Councils and groups representing residents will also be invited into this dialogue. The Council's website and media will be used to enhance awareness of the consultation with as wide a range of the public as possible. Bodies representing public transport, taxi and road freight operators will be invited to take part. This phase of the consultation will conclude in late 2014.
- 3.7 As part of the consultation process it is intended to seek comments on a proposed review of all roads, with 40mph speed limits, within the built up area, to help consider their suitability for application of a 30mph speed limit. This information will be used to inform a later phase of work, on roads within Edinburgh with higher speed limits.

- 3.8 It is intended to report to Committee on the outcome of this consultation in early 2015. If the network of 20mph roads that emerges from the consultation is approved, a further, statutory, consultation process will be required, as part of the Traffic Regulation Order process. A proposed programme for the introduction of a 20mph network is attached, as Appendix 4.

## Measures of success

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- 4.1 The measure of success of the 20mph network consultation will be to successfully engage with a wide and diverse cross-section of stakeholders, residents, traders and equalities representatives to obtain views on the proposed network option.

## Financial impact

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- 5.1 A total of £200,000 has been set aside for consultation, legal and design costs in this financial year. This will be contained within the annual Transport budget.

## Risk, policy, compliance and governance impact

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- 6.1 If the recommendations are not accepted, the impact would be to delay the implementation of Road Safety policy **Safe4**, until revised proposals are brought to Committee for approval.

## Equalities impact

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- 7.1 20mph Speed Limit Roll Out – Consultation Proposal. Report to Transport and Environment Committee on 3 June 2014 refers.
- 7.2 The main impacts on rights are:
- Life: Reducing the speed of traffic increases the chance of a victim of a road traffic collision surviving the event. Therefore progressing a 20mph network will enhance the right to Life.
  - Health: Reducing the speed of traffic reduces noise levels and can encourage active travel, by walking and cycling. The right to Health is therefore enhanced.
  - Physical Security: Reducing the speed of traffic permits people to go out and to use public spaces safely and securely without fear of traffic conditions.

- 7.3 Participation, Influence and Voice: The proposed consultation process will permit people to participate in decision-making and make decisions affecting your own life independently.
- 7.4 The main impacts on equality are:
- Age: Younger and older people are more likely to be involved in road traffic collisions. Therefore a measure that reduces the severity of crashes will have a disproportionately positive impact on people in these age groups.
  - Socio – Economic Disadvantage: Children from areas of socio – economic disadvantage have been shown to be more likely to be involved in road traffic collisions. The measures being consulted on in this report will therefore have a positive impact on this group of people.

## Sustainability impact

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- 8.2 The proposals in this report will reduce carbon emissions because developing a network of 20mph roads in Edinburgh will encourage more trips by walking and cycling.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because developing a network of 20mph roads in Edinburgh will encourage more trips by walking and cycling.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because reducing the speed of road traffic enhanced safety for all road users.
- 8.5 The proposals in this report will help achieve a sustainable Edinburgh because encouraging active travel will reduce congestion affecting the supply chain.
- 8.6 The proposals in this report will help achieve a sustainable Edinburgh because developing a network of 20mph roads in Edinburgh will encourage more trips by walking and cycling as substitutes for car travel over short distances.
- 8.7 Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

## Consultation and engagement

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- 9.1 Stakeholders and the public were consulted on the general approach to extending the network of 20mph roads as part of the consultation on Issues for Review in the draft Local Transport Strategy 2014–2019.

- 9.2 The proposed network of 20mph roads contained in this report has been discussed in depth with a Transport Forum sub-group formed, especially for the purpose.
- 9.3 Enlarged versions of the map in appendix 3 were made available for consideration in the members' Group Rooms and have been placed on the Council's website.
- 9.4 This report is to seek authorisation to commence a further consultation and engagement on a more detailed network of 20mph roads. Details of the proposed consultation and engagement for the proposed network options are contained in the main body of the report.

## **Background reading/external references**

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The policy of implementing a revised speed limit network across the city delivers on the following sustainable development policies:

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

[Climate Change Framework](#)

[South Central Edinburgh 20mph Limit Pilot Evaluation – Transport and Environment Committee, 27 August 2013 \(Item 7.3\).](#)

DfT Circular 01/2006 Setting Local Speed Limits

<http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

Map of the proposed network of 20mph roads.

### **John Bury**

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## Links

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<b>Coalition pledges</b>	<b>P46</b> – Consult with a view to extending current 20mph zones.
<b>Council outcomes</b>	<b>CO19</b> – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm.
<b>Single Outcome Agreement</b>	All
<b>Appendices</b>	<ol style="list-style-type: none"><li>1 Results of Previous Consultations.</li><li>2 Simplified Network Definition Rationale.</li><li>3 Proposed Network of 20mph Roads for Consultation.</li><li>4 20mph Areas Programme.</li></ol>



## Appendix 1: Results of Previous Consultations.

### Edinburgh People's Survey.

#### TRAVEL AND TRANSPORT - ALL INTERVIEWS - 20MPH ZONES

Q28 To what extent would you support or oppose 20MPH speed limits being applied on the following types of road?

	<i>Strongly support</i>	<i>Support</i>	<i>Neither support nor oppose</i>	<i>Oppose</i>	<i>Strongly oppose</i>	<i>Don't know</i>
Residential streets - with a network of main roads left at 30mph	30.2%	44.2%	13.1%	1.7%	0.2%	10.6%
Busy shopping streets - such as Gorgie Road, Morningside Road and The Bridges	28.7%	40.2%	15.2%	3.6%	0.3%	12.0%
All City Centre Streets	29.1%	38.2%	15.5%	4.5%	0.2%	12.5%

### Local Transport Strategy 2014 – 2019: Issues for Review consultation.

#### Issue 3: Speed limits – 20mph

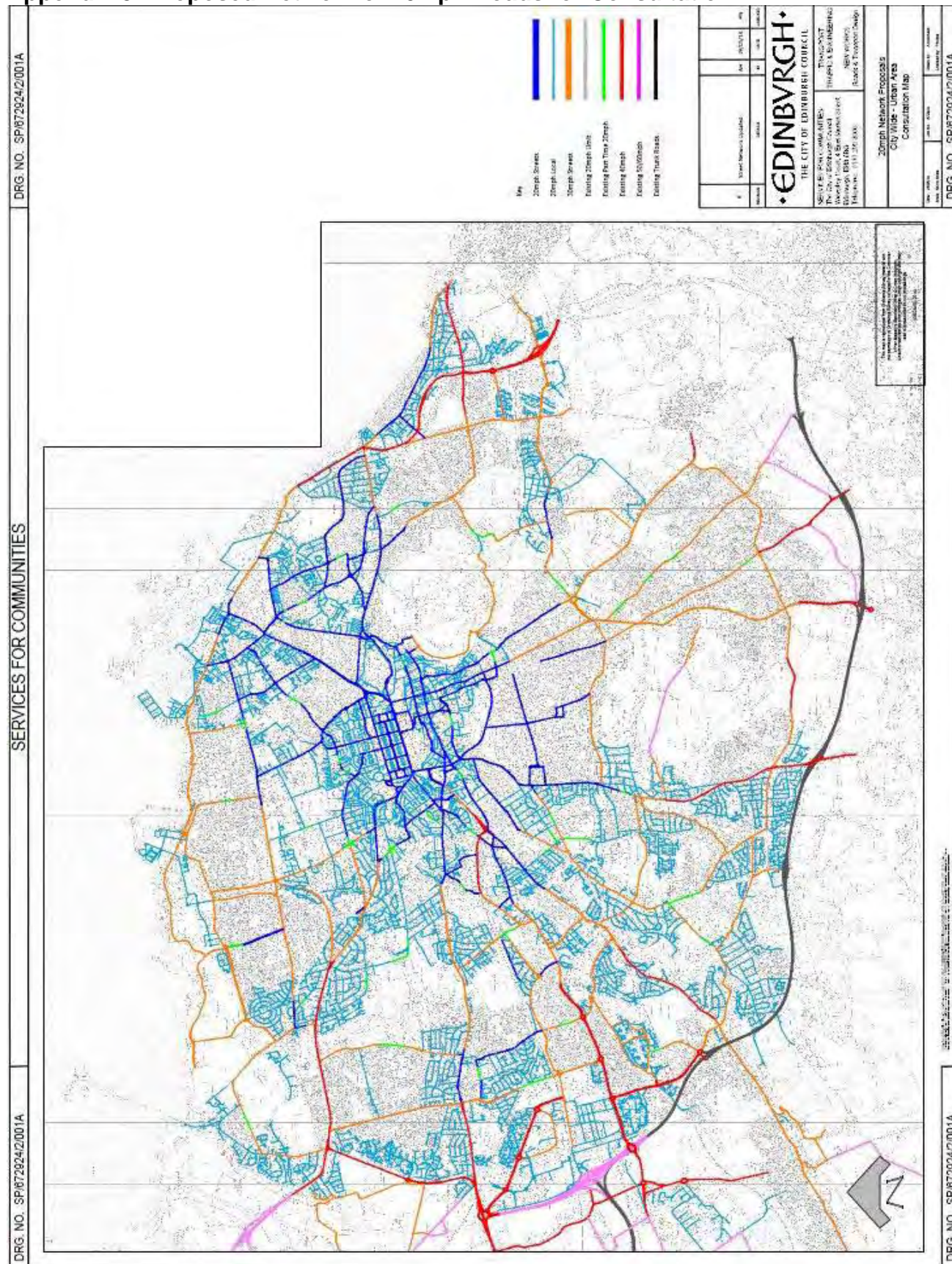
Question: Do you think the Council should extend 20mph speed limits to:

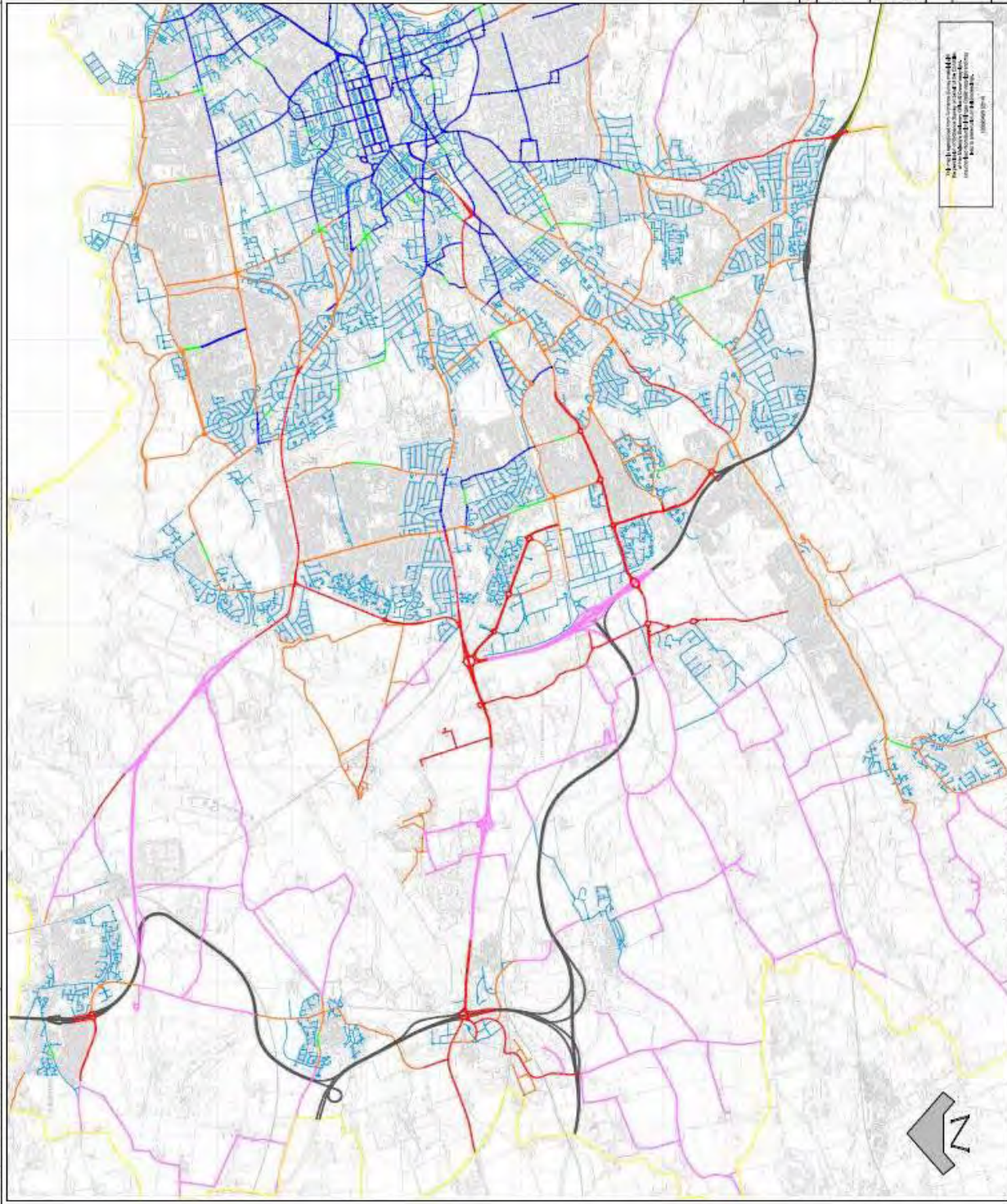
	Number of responses to this Issue (1741)	% response by question
<b>Option 1: All residential streets, shopping areas including the city centre, and to main roads with large numbers of pedestrians (using signs, with limited traffic calming such as road humps where necessary)?</b>	<b>582</b>	<b>33%</b>
Option 2: All residential streets only (using signs, with limited traffic calming such as road humps where necessary)?	331	19%
Option 3: Priority residential areas only, with speeds controlled wholly by traffic calming (such as road humps)?	366	21%
None of these	409	23%
Don't know	53	3%

## Appendix 2: Simplified Network Definition Rationale

- 1 Define City Centre Area
  - World Heritage Site
  - Obvious Physical/Topographic Features
  - Tenement/ Shopping Streets
  
- 2 Strategic Continuous 30mph Network (including through city centre)
  - Sections of network to be 20mph
    1. Shopping Centres
    2. Schools
  
- 3 20mph Network
  - All local residential streets
  - All streets in suburbs including Bus Routes
  - Bus Routes not on Strategic Network
  
- 4 Exclusions
  - City Bypass Diversion Network
  - Excluding Colinton Village
  - No Frontages

# Appendix 3: Proposed Network of 20mph Roads for Consultation





- Key
- 20mph Streets
  - 20mph Local
  - 20mph Streets
  - 10mph 20mph limit
  - 10mph 20mph limit
  - 10mph 20mph limit
  - Existing Trunk Roads

1	Street Network Update	2014	15/03/2014	100%
2	20mph Streets	2014	15/03/2014	100%
3	20mph Local	2014	15/03/2014	100%
4	20mph Streets	2014	15/03/2014	100%
5	10mph 20mph limit	2014	15/03/2014	100%
6	10mph 20mph limit	2014	15/03/2014	100%
7	10mph 20mph limit	2014	15/03/2014	100%
8	Existing Trunk Roads	2014	15/03/2014	100%

**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL

TRANSPORT  
 TRAFFIC ENGINEERING  
 NEW WORKS  
 Roads & Transport Group

20mph Network Proposals  
 City of Edinburgh - West  
 Consultation Map

#### Appendix 4: 20mph Areas Programme.

Activity	Start	Finish
Consultation web pages, including opportunity for public comments and suggestions.	Jun 2014	Oct 2014
Presentation of proposals at Neighbourhood Partnership meetings.	Jun 2014 (tbc)	Aug 2014 (tbc)
Social media and paper flyers to raise awareness.	Aug 2014	Oct 2014
Proposals displayed in libraries and Council offices.	Aug 2014	Oct 2014
Web based questionnaire.	Aug 2014	Oct 2014
Programme of Neighbourhood based public/Community Council workshops and local drop-in sessions.	Aug 2014	Oct 2014
Programme of stakeholder meetings.	Aug 2014	Oct 2014
Report to the Transport and Environment Committee.		13/01/15
Formal advertisement of a Speed Limit Order and mitigation of objections.	Jan 2015	Mar 2015
Report to Transport and Environment Committee on Speed Limit Order.		Aug 2015.
Implementation, subject to approval, of Speed Limit Order.	Sep 2015	Mar 2016

# Transport and Environment Committee

10:00am, Tuesday, 3 June 2014

## Pedestrian Crossing Prioritisation 2014/15

Item number	7.10
Report number	
Executive/routine	
Wards	All

### Executive summary

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This report provides an updated pedestrian crossing priority list. Following assessments to determine the highest ranked locations for pedestrian facilities, a construction programme has been prepared for Committee approval.

### Links

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Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

## Pedestrian Crossing Prioritisation 2014/15

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 approves the updated pedestrian crossing priority list as per Appendix 1;
  - 1.1.2 notes the locations that did not meet the priority list criteria in Appendix 2 and those constructed in 2013/14 in Appendix 3;
  - 1.1.3 approves the consultation and construction list for locations detailed in Appendix 4; and
  - 1.1.4 requests a future report on the results of the consultation carried out on the locations proposed for pedestrian crossing improvements.

### Background

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- 2.1 In accordance with the decision made by the former Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled "Pedestrian Crossing Prioritisation Process", this report provides an annual update on the priority list for pedestrian crossings.

### Main report

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- 3.1 Last year's pedestrian crossing priority list (approved by Transport and Environment Committee on 4 June 2013) consisted of 20 locations. Ten sites were designed and constructed in the 2013/14 financial year; details of these are included in Appendix 3 – List of Constructed Sites in 2013/14. Six sites remain in the new priority list and four of these have been removed from the priority list list.
- 3.2 The base data which is used to assess if a location is suitable for a crossing is what is known as the  $PV^2$  value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 0700hrs to 1000hrs and 1500hrs to 1800hrs, and avoid any school holidays or outside factors which may affect results. This base  $PV^2$  value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip-attractors such as schools, doctors' surgeries, shops etc.

- 3.3 A location with an adjusted PV<sup>2</sup> value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV<sup>2</sup> value is achieved no additional crossing facilities may be recommended. Appendix 5 is a flow diagram which details the steps carried out in a pedestrian crossing assessment.
- 3.4 There have been a total of thirty two new crossing requests received and two locations to be re-assessed in the last year. Eleven locations have been surveyed to date. The results of the remaining twenty three will be brought to Committee in October 2014. Of the eleven sites surveyed, four sites achieved adjusted PV<sup>2</sup> values of 0.3 or more and are included in the updated priority list. Any new requests which meet the scoring criteria are added to the end of the previous priority locations in date order.
- 3.5 Seven of the requested locations either did not meet the adjusted PV<sup>2</sup> scoring or were deemed unsafe for a crossing and were not progressed.
- 3.6 The new priority list, therefore, contains ten locations, comprising the six sites from the previous list and the four new locations identified for financial year 2014/15, (see Appendix 1). It should be noted that, due to consultation requirements, some locations may fall back into the following year's programme. Issues may arise which require alterations to the proposed designs or Traffic Regulation Orders may be required which may affect construction timescales. Should any location fall back into the following year's construction programme, additional locations will be brought forward on the basis of highest ranking from the priority list.
- 3.7 Locations which have an adjusted PV<sup>2</sup> value of less than 0.3 or deemed unsuitable are not being progressed and are listed in Appendix 2.
- 3.8 Prior to the finalisation of the construction list, the following groups or individuals will be consulted and their views sought on the crossing facility to be installed:
- Residents and businesses which front on to the location;
  - Neighbourhood Partnerships;
  - Community Councils;
  - Local elected members;
  - Bus operators; and
  - Emergency services.
- 3.9 A future report will be submitted requesting the Committee approve a final construction list.



## Measures of success

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- 4.1 Pedestrian crossing facilities are provided at locations across the city which have been assessed to have the greatest demand and difficulty experienced by pedestrians. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.

## Financial impact

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- 5.1 Funding of £245,000 will be made available from the 2014/15 capital road safety budget of £900,000 to introduce crossing facilities at locations from the priority lists, which are suitable on road safety grounds. A developer has committed £25,000 to part fund the signalised crossing on Corstorphine Road at Kaimes Road.
- 5.2 Appendix 4 details estimated costs and in which financial year these facilities will be constructed, if approved.

## Risk, policy, compliance and governance impact

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- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network where all users are safe from the risk of being killed or seriously injured. In the Plan, a number of interventions have been developed for pedestrians including the provision of new crossings to enable more people to walk greater distances safely and reduce conflict at key points. By not progressing the proposals, it would not be possible to construct new pedestrian crossing facilities at these key points across the City, therefore not meeting the policy objectives.

## Equalities impact

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- 7.1 The new pedestrian crossing priority list will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion & Belief) through the consultation and design process.

## Sustainability impact

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- 8.1 Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking, reduce vehicle use and lower carbon emissions.

## Consultation and engagement

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- 9.1 Consultation will be carried out at the proposed locations on the proposed construction list once approval has been granted and a design has been produced.

## Background reading/external references

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Appendix 1 – New Pedestrian Crossing Priority List

Appendix 2 – List of locations which failed to meet priority list criteria

Appendix 3 – List of Constructed Sites in 2013/14

Appendix 4– Consultation and Construction List

Appendix 5 – Pedestrian Crossing Assessment Process

Background Paper - Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled “Pedestrian Crossing Prioritisation Process”

[http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian\\_crossing\\_prioritisation\\_process](http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process)

### John Bury

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## Links

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### **Coalition pledges**

**Council outcomes** **CO21:** Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

**Single Outcome Agreement** **SO4:** Edinburgh’s communities are safer and have improved physical and social fabric.

**Appendices**  
Appendix 1 – New Priority List  
Appendix 2 – List of Locations Removed from Priority List  
Appendix 3 – List of Constructed Sites in 2013/14  
Appendix 4 – Consultation and Construction List  
Appendix 5 – Pedestrian Crossing Assessment Process

Appendix 1  
New Priority List

Adj PV2 > 1.0 therefore site can be considered for Signals  
Adj PV2 < 1.0 and > 0.70 therefore site can be considered for Refuges  
Adj PV2 < 0.30 therefore Do Nothing

Rank	LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Current Status
				Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
<b>Previously Approved Sites from June 2013 Committee</b>																		
1	West Granton Road opposite 26 Granton Mill Crescent	0.34	Mar-12	1	1	1	1	1	1.6	1	1.1	1	1	1	1	1	0.593	Consultation complete April 2013. Proposed for construction. Construction delayed due to TRO.
2	London Street at Drummond Place	0.681	Dec-12	1	1	1	1	1	2.2	1	1.1	1	1	1	1	1	1.48	Various crossing options to be designed and consulted on. Design and construction delayed due to TRO.
3	Myreside Road at Footbridge	0.189	Jan-13	1.348	1	1	1	1	1.2	1	1.1	1	1	1	1	1	0.33	Pedestrian island to be designed and consulted on. Design and construction delayed due to TRO.
4	Ferniehill Drive, opp no.16	0.11	May-12	1.03	1	1	1	1	1.4	1	1.1	1	1	1	1.25	1	0.22	Pedestrian island being constructed due to proximity to sheltered housing/ vulnerable road users. Construction delayed due to service relocation.
5	Costorphine Road (A8) at Kaimes Road	1.236	Oct-09	1	1	1	1	1.1	1.9	1	1.1	1	1	1	1	1	2.81	Controlled crossing to be designed and consulted on. Awaiting developer funding.
6	Dalry Road at Dalry Place	0.223	Oct-09	1	1	2	1	1.1	1.6	1	1	1	1	1	1.4	1	1.09	Various crossing options to be designed and consulted on. Delayed due to tram works.
<b>New Sites Added from 2013/14 Assessments</b>																		
7	Colinton Road at Pedestrian exit from Napier University	0.317	Apr-14	1	1	1	1	1	2.0	1	1.1	1	1	1	1	1	0.573	Pedestrian island to be designed and consulted on
8	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	0.158	Apr-14	1.217	1	1	1	1	1.9	1	1.1	1	1	1	1.25	1	0.504	Pedestrian island to be designed and consulted on
9	Pilrig Street @ Cambridge Avenue	0.248	Apr-14	1	1	1	1	1	1.3	1	1	1	1	1	1	1	0.323	Pedestrian island to be designed and consulted on

Rank	LOCATION			Children >15% (% plus 100)/115)	Elderly & Disabled >15% (% plus 100)/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
10	Cranley Nursery at Buckstone on Braid Road	0.201	May-14	1.104	1	1	1	1	1.5	1	1.1	1	1	1	1	1	0.358	Pedestrian island to be designed and consulted on

Appendix 2

Locations Which Failed to Meet the Priority List Criteria or Have Been Removed From the Priority List

LOCATION	Base PV <sup>2</sup>	Date of PV <sup>2</sup>	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV <sup>2</sup>	Current Status
			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
<b>Locations Removed From Priority List</b>																	
Comiston Road at Comiston Place	0.216	May-12	1.009	1	1	1	1.2	1.3	1	1.1	1	1	1	1	1	0.57	Removed as unable to construct a crossing point at this location due to lack of support for removal of parking for shops.
East Hermitage Place at Somerset Place	0.278	Nov-09	1.000	1	1	1	1.1	1.4	1	1.1	1	1	1	1	1	0.46	Removed as unable to construct a crossing point at this location due to width of road and existing bus stop locations.
Liberton Brae at Orchardhead Road	0.22	Mar-12	1.100	1	1	1	1	1.5	1	1.1	1	1	1	1.25	1	0.49	Removed as unable to construct a crossing point at this location due to property accesses.
Dean Park Crescent, between Comely Bank Ave and Queensferry Road	0.642	Oct-12	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.67	Removed as unable to construct a crossing point at this location as it is deemed unsafe.
<b>Locations Which Failed to Meet the Priority List Criteria</b>																	
Joppa Road at Coillesdene Drive (at existing traffic island)	0.158	Apr-14	1.070	1	1	1	1	1.9	1	1.1	1	1	1	1	1	0.357	Current Island meets crossing demand, did not meet criteria for upgrade (>1) to a puffin crossing.
Duncan Place @ Duke Street	0.067	Apr-14	1.000	1	1	1	1	1.4	1	1	1	1	1	1.25	1	0.116	Low score, failed to meet criteria (>0.3)
Newcraighall @ Fort roundabout (by Craigmillar Community Arts Centre) - existing island	0.08	Apr-14	1.000	1	1	1	1	1.8	1	1	1	1	1	1	1	0.144	Low score, failed to meet criteria (>0.3)
Bellevue Road @ Macdonald Road	0.006	Apr-14	1.096	1	1	1	1	1.5	1	1	1	1	1	1	1	0.01	Low score, failed to meet criteria (>0.3)
Murrayfield Drive at Murrayfield Road	0.166	May-14	1.009	1	1	1	1	1.0	1	1	1	1	1	1	1	0.253	Low score, failed to meet criteria (>0.3)
Braid Road at Braid Hills Road (at existing traffic island)	0.134	Apr-14	1.235	1	1	1	1	1.3	1	1	1	1	1	1	1	0.302	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Braid Hills Road at Comiston Road (at existing traffic island)	0.165	Apr-14	1.000	1	1	1	1.1	2.1	1	1	1	1	1	1	1	0.462	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.

**Appendix 3**  
**List of Constructed Sites in 2013/14**

Location	Neighbourhood Partnership	Crossing Type
Peffermill Road at Prestonfield Avenue	South Central NP	Refuge Island
Drum Street Outside 40-42	Liberton/Gilmerton NP	Buildout
Queensferry Terrace @ School Crossing, north of roundabout	Inverleith NP	Puffin Crossing
202/204 Piersfield Terrace (near cemetery entrance)	Craigentinny/Duddingston NP	Puffin Crossing
Duddingston Park South (184) between Cleekim Drive and Niddrie Mill Crescent	Portobello/ Craigmillar NP	Puffin Crossing
Cowgatehead	City Centre NP	Refuge Island
Ferry Road opp Ferry Road Drive	Forth NP	Refuge Island
Sciennes at Summerside Crescent	South Central NP	Refuge Island
Slateford Road at Gorgie Park Close	South West NP	Refuge Island
Northumberland Street	City Centre NP	Refuge Island

**Appendix 4**  
**Construction List Year 2014/15**

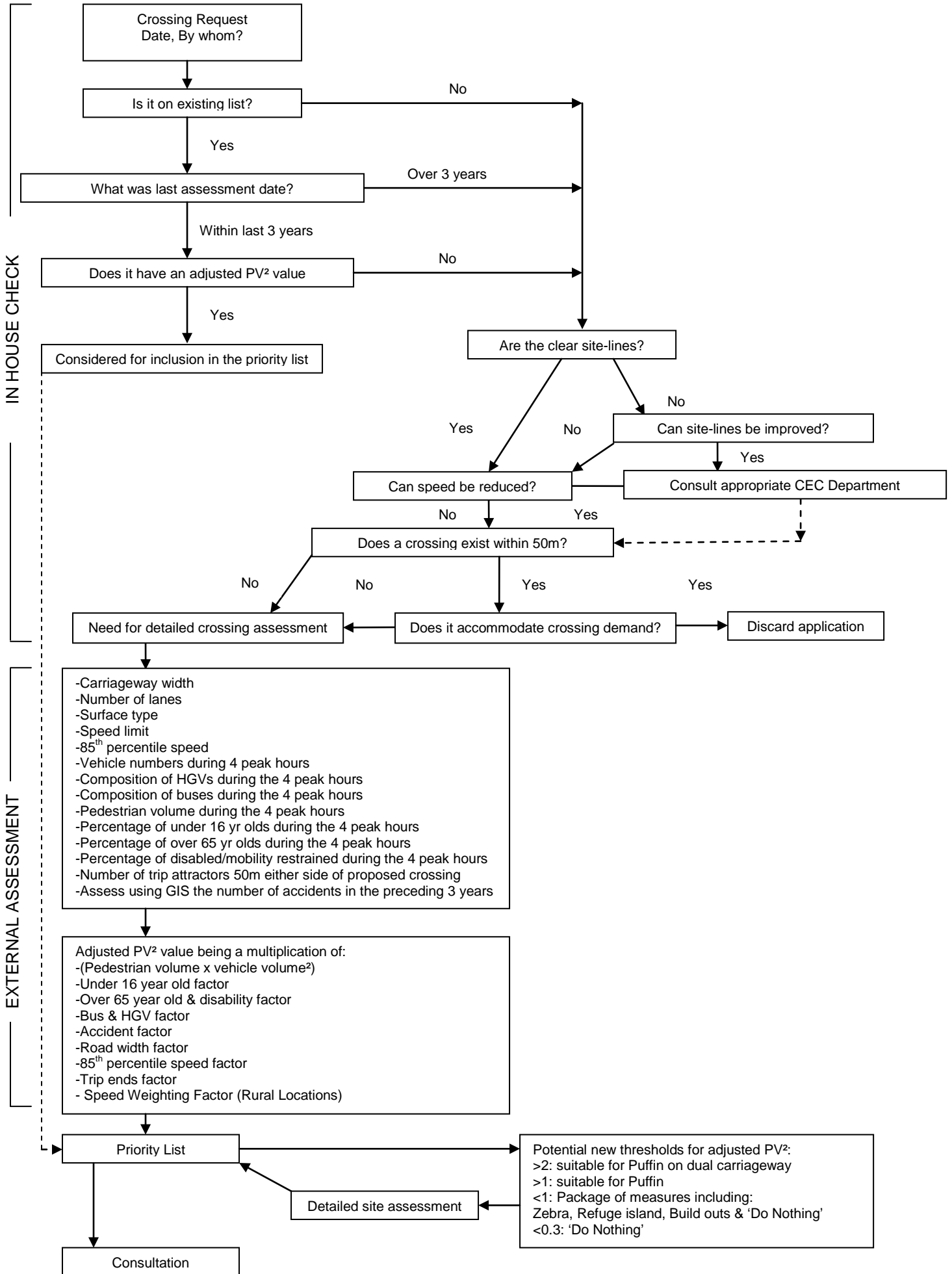
<b>Location</b>	<b>Neighbourhood Partnership</b>	<b>Crossing Type</b>	<b>Estimated Construction Cost</b>	<b>Construction Year</b>
West Granton Road opposite 26 Granton Mill Crescent	Forth NP	Refuge Island	£15,000.00	2014/15
London Street at Drummond Place	City Centre NP	Signallised Crossing	£45,000.00	2014/15
Myreside Road at Footbridge	South Central NP	Refuge Island	£15,000.00	2014/15
Ferniehill Drive opp No 16	Liberton/ Gilmerton NP	Refuge Island - including costs for relocation of BT services.	£40,000.00	2014/15
East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	Inverleith NP	Refuge Island	£15,000.00	2014/15
Cranley Nursery at Buckstone on Braid Road	Pentlands NP	Refuge Island	£15,000.00	2014/15
Pilrig Street at Cambridge Avenue	Leith NP	Refuge Island	£15,000.00	2014/15
Colinton Road at Pedestrian Exit from Napier University	South West NP	Refuge Island	£20,000.00	2014/15
Corstorphine Road at Kaimes Road	Western Edinburgh NP	Signallised Crossing ( £25,000 Developer Contribution)	£45,000.00	2014/15
Dalry Road at Dalry Place	South West NP	Signallised Crossing	£45,000.00	2014/15

**2014/15 Total      £270,000.00**



# Pedestrian Crossing Prioritisation Process

## Appendix 5 – Pedestrian Crossing Assessment Process



# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## *improve it* Programme – Final Update

Item number	7.11
Report number	
Executive/routine	Executive
Wards	All

### Executive summary

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On 31 March 2014, the *improve it* Programme closed.

The *improve it* Programme aimed to deliver transformational change in a number of environment services. The programme also aimed to deliver the £76m of savings over seven years that were identified as part of the Environment Public Sector Comparator (PSC).

The programme has implemented the major transformational changes required to deliver both service improvements and the majority of savings contained within the original PSC. It has delivered a total of £14.2m of savings since 2011/12.

### Links

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Coalition pledges	<a href="#">P44</a> , <a href="#">P48</a> , <a href="#">P49</a> and <a href="#">P50</a>
Council outcomes	<a href="#">CO17</a> , <a href="#">CO18</a> , <a href="#">CO19</a> , <a href="#">CO23</a> , <a href="#">CO24</a> , <a href="#">CO25</a> , <a href="#">CO26</a> and <a href="#">CO27</a>
Single Outcome Agreement	<a href="#">SO2</a> and <a href="#">SO4</a>

## improve it Programme – Final Update

### Recommendations

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It is recommended that Committee notes:

- 1.1 the closure of the *improve it* Programme;
- 1.2 the annual cumulative savings of £6.7m delivered in 2013/14 and the total gross savings of £14.2m delivered by the programme since 2011/12; and
- 1.3 the programme's positive impact on service performance to date, including increased recycling levels and improved street cleansing performance.

### Background

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- 2.1 As part of the Alternative Business Models (ABM) Programme the Council agreed at the end of 2011 to proceed with the implementation of the internal improvement plan or Public Sector Comparator (PSC) for Environment Services. Implementation began in January 2012 through the *improve it* Programme.
- 2.2 The *improve it* Programme covered the following services: Street Cleansing, Grounds Maintenance (neighbourhood and specialist), Waste Services, Fleet Services, Public Conveniences and a number of associated work streams including People Development, depot improvements and ICT. The programme aimed to transform services through improved performance and productivity, investment in ICT, depots and people development, reduced operating costs and increased income.
- 2.3 The original PSC proposals indicated that it would deliver gross savings of £76m (£45m net) over the next 7 years, with approximately £4m of investment required in 2012/13. These savings were built into SfC's budget and into the assumptions used within the Council's Long Term Financial Plan (LTFP).

### Main report

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- 3.1 The *improve it* Programme officially closed on 31 March 2014. The programme received an amber-green status from the Corporate Programme Office's (CPO) Assurance Review in November 2013.

## **Programme objectives and review**

3.2 Following an Assurance Review in November 2012 by the CPO, it was recommended that the programme review its scope and governance structure. The programme's objectives were also reviewed at the same time. The revised objectives were to:

- Achieve annual cumulative savings of £10.2m savings 2013/14;
- Put in place the capacity to achieve £45m net savings by 2019;
- Develop income generation opportunities in Trade Waste, specialist cleaning, public conveniences and fleet services;
- Utilise new technology by 2013 to support improvements to productivity, efficiency and effectiveness of services;
- By November 2013, complete service reviews of the in-scope services that support the future development of the services and build capacity and capability of the management and supervision;
- Develop a well informed, well trained and well equipped workforce; and
- Develop effective processes for waste collections, street cleansing and grounds maintenance, management and maintenance of fleet and public conveniences provisions by 2014/15.

3.3 As part of the programme's closure, achievement against each objective was reviewed. Appendix 1 provides a description of progress against each objective.

## **Programme delivery**

3.4 The improve it programme has implemented the following:

- The introduction of managed weekly collections
- City wide roll out of a food waste collection service
- New shift patterns in refuse collection to help increase vehicle utilisation and reduce fleet costs
- A new management structure for Neighbourhood Task Force teams
- Efficiency reviews in street cleaning, grounds maintenance and Fleet Services
- A zero based resourcing exercise using industry benchmarks for street-cleaning and grounds maintenance
- New routes and work schedules for street cleaning
- A new management structure for Waste and Fleet Services (following completion of a service review)
- A new VOSA test lane at Russell Road
- Commissioned and delivered a comprehensive SVQ programme to enhance the skills and competencies of staff working in environment services

- A regular programme of communications and staff engagement
- Confirm on Demand, a new asset works order management system, with supporting mobile technology.

3.5 These changes have helped deliver the following benefits:

- Annual savings of £6.7m in 2013/14 and total cumulative gross savings between 2011/12 and 2013/14 of £14.2m (see Appendix 1 for a breakdown of savings)
- A reduction of 17,000 tonnes in waste sent to landfill from 147,000 tonnes in 2011/12 to 130,000 tonnes in 2013/14.
- An increase in recycling from 33% in 2011/12 to 40% in 2013/14.
- Continued improving performance in street cleaning and achievement of the CIMS performance targets in 2013/14 (A cleanliness index score of 72 with 95% of streets meeting the acceptable standard of cleanliness).
- Generation of new income from the VOSA test lane (£30,000 in 2013/14 plus £30,000 from MOT) and public conveniences (£9,000 in 2013/14 and forecast to rise to £75,000 in 2014/15).

3.6 A more detailed analysis of the programmes performance in benefit realisation is contained in Appendix 2 of this report. Two work-streams, implementing the recommendations of the grounds maintenance review and completing of the roll out of Confirm on Demand will continue beyond the programme close and it is anticipated that these will be completed by July 2014. The Environment Management Team will be responsible for ensuring that the benefits from these projects are fully realised.

3.7 Shortfalls on savings are due to a combination of factors including over-optimistic financial assumptions within the original PSC particularly on Trade Waste income, higher than budgeted landfill tonnages and higher than budgeted refuse collection costs. Higher landfill tonnages has also meant that the recycling target of 50% has not been achieved. It is anticipated however, that a combination of new contracts for the processing of street litter and residual waste from Community Recycling Centres and the introduction of the new kerbside recycling service will help achieve this target by the end of the current financial year.

### **Financial outlook 2014/15 and beyond**

3.8 Although the *improve it* Programme formally closed at the end of the last financial year, the savings assumptions remain built into Environment budgets and the Environment Management Team is responsible for ensuring that the financial benefits the programme was seeking to deliver are realised. There are

no additional *improve it* savings budgeted for 2014/15 and the annual cumulative value of savings remains at £8.9m - the same as in 2013/14.

- 3.9 In order for the £8.9m saving to be fully realised, collections costs need to be brought back within budget and landfill tonnages reduced. Work is currently on going in Refuse Collection to reconfigure some routes to allow the additional unbudgeted resources that have been in place since October 2012 to be withdrawn.
- 3.10 The introduction of the new kerbside recycling service will drive up recycling rates and help reduce landfill tonnages (along with other landfill diversion activity) and compensate for the shortfall on the landfill tonnage assumptions attached to managed weekly collections.
- 3.11 A further £1.7m of additional savings are budgeted to be delivered by Environment Services including £1.3m of Fleet savings which are based on the findings of the efficiency review commissioned as part of the *improve it* Programme.

## Measures of success

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- 4.1 The objectives and benefits of the programme are delivered.

## Financial impact

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- 5.1 The *improve it* Programme was budgeted to deliver annual cumulative savings of £10.2m but this has been revised down to £8.9m. However, a further £1.7m of new additional savings to be delivered by Environment Services in 2014/15 should compensate for this shortfall. The total value of gross savings delivered by the *improve it* Programme to date is £14.2m. The cumulative value of gross savings delivered by the programme since 2011/12 (excluding the new additional savings) is forecast to rise to £23.1m in 2014/15 and £59m by 2018/19.

## Risk, policy, compliance and governance impact

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- 6.1 As well as its own set of governance arrangements the *improve it* Programme was monitored as part of the Council's major projects portfolio and was subject to regular assurance review through the Corporate Programme Office. The most recently assurance review in November 2013 gave the programme a green-

amber status. A final assurance review has been completed as part of the programme close.

## Equalities impact

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- 7.1 The *improve it* programme contributed directly to the delivery of the Equality Act 2010 general duties of advancing equality of opportunity and fostering good relations. This is evidenced through the individual projects engagement strategies and plans which involve working with all partners and members of the community, detailing how barriers to engagement will be removed and seeking to promote buy in across communities to common goals.

## Sustainability impact

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- 8.1 Projects within *improve it* are expected to reduce waste and carbon emissions, increase recycling, reduce landfill and promote environmental good stewardship.

## Consultation and engagement

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- 9.1 The *improve it* Programme has involved major transformational change and effective engagement and communication with staff at all levels has been particularly critical. The workforce in the majority of the affected services has been directly impacted by both ABM and Modernising Pay, with many feeling disengaged and wary of further changes. Significant effort has gone into developing a programme of communications including regular newsletters, depot briefings, management workshops and frontline focus and co-design groups.

Customers have been engaged through targeted communication campaigns using a range of media (for example during the introduction of Managed Weekly Collections).

Positive and active engagement with the unions throughout has also been a hallmark of the programme, with union representatives sitting on the Programme Board and regular partnership meetings involving shop stewards from all the affected services. Although the unions withdrew from the partnership in October 2013, they have continue to be involved in shaping plans for future staff engagement and culture change in Environment Services.

Elected members have been updated regarding programme and project activities through face to face and written member briefings.

## Background reading / external references

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[http://www.edinburgh.gov.uk/download/meetings/id/34202/item\\_8\\_1-alternative\\_business\\_models\\_review\\_programme-environment\\_workstream](http://www.edinburgh.gov.uk/download/meetings/id/34202/item_8_1-alternative_business_models_review_programme-environment_workstream)

[http://www.edinburgh.gov.uk/download/meetings/id/35212/item\\_12\\_environmental\\_internal\\_improvement\\_plan\\_update](http://www.edinburgh.gov.uk/download/meetings/id/35212/item_12_environmental_internal_improvement_plan_update)

[http://www.edinburgh.gov.uk/download/meetings/id/37776/item\\_no\\_8\\_1-improve\\_it\\_programme\\_update](http://www.edinburgh.gov.uk/download/meetings/id/37776/item_no_8_1-improve_it_programme_update)

[http://www.edinburgh.gov.uk/download/meetings/id/38500/item\\_no\\_8\\_10-environment\\_asset\\_and\\_works\\_order\\_management\\_system-referral\\_from\\_committee](http://www.edinburgh.gov.uk/download/meetings/id/38500/item_no_8_10-environment_asset_and_works_order_management_system-referral_from_committee)

## John Bury

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## Links

<b>Coalition pledges</b>	<b>P44</b> – Prioritise keeping our streets clean and attractive <b>P48</b> – Use Green Flag and other strategies to preserve our green spaces <b>P49</b> – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill <b>P50</b> – Meet greenhouse gas targets, including the national target of 42% by 2020
<b>Council outcomes</b>	<b>CO17</b> – Clean - Edinburgh’s streets and open spaces are clean and free of litter and graffiti <b>CO18</b> – Green - We reduce the local environmental impact of our consumption and production <b>CO19</b> – 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 <b>CO23</b> – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community <b>CO24</b> – The Council communicates effectively internally and



externally and has an excellent reputation for customer care

**CO25** – The Council has efficient and effective services that deliver on objectives

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

**CO27** – The Council supports, invests in and develops our people

**Single Outcome Agreement**

**SO2** – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health

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

**Appendices**

Appendix 1 - Objectives

Appendix 2 – Benefit Review

Appendix 3 – Savings Monitor

## Appendix 1 - Objectives

1. Achieve £10.2m Savings by 2013/2014	
Part Achieved	The programme is currently forecasting a cumulative saving for £6.7m in 13/14. The planned cumulative savings for the period 2011/12 to 2013/14 was £14.2m although this is likely not to be fully achieved due to current landfill projections for 2013/14 (current cumulative savings projected is likely to be in the range of £12.0m to £12.5m and will be finalised and repeated May 2014).
2. Put in place the capacity to achieve £45m net savings by 2019	
Part Achieved	The focus remains in achieving the net savings goal of £45m for the programme. Ambitious goals are budgeted for 2014/15 and beyond, particularly around recycling and landfill and this will commence in Autumn 2014 with the Recycling Redesign Project. Also the contingency element for the Management Weekly Collections has been eliminated for 2014/15 and again significant savings should accrue and will be reflected in the benefits realisation of the programme.
3. Develop initial income generation opportunities in Trade Waste, material rebates, graffiti removal, events/accident clean-ups, public conveniences facilities charging, ATF test station and MOTs by 2013/14	
Part Achieved	Seven City Centre public conveniences facilities have been refurbished and now forecasting £9k income in 2013/14 rising to £75k in 2014/15. The VOSA Test Lane (ATF test station) was built in October 2012 and is forecasting £60k income in 2013/14 including income from MOTs. No improvements have been made to Trade Waste to date under <i>improve it</i> but this has been set up as a separate project following recruitment of the new Trade Waste Manager. Similarly with the Open Space Maintenance specialist services such as graffiti removal, these were put on hold until the new Environment SSU was in place; this will be taken forward as a separate project.
4. Utilise new technology by 2013 to support improvements to productivity, efficiency and effectiveness of services	
Achieved with ongoing actions	The Tranman system within Fleet Service has been upgraded from a previously unsupported version. Webaspx routing and scheduling software has been brought in for Task Force moving from a paper based system. Asset and works order management system, Confirm, is in the process of being rolled out to Environment and Roads Services replacing a number of legacy and paper based systems.

**5. By Nov 2013, complete service reviews of the in-scope services that support the future development of the services and build capacity and capability of the management and supervision**

**Part Achieved**

Street cleansing service review completed following a ground-up review of resources required. The staff structure within Public Conveniences has also been revised and has since transferred to the Environment SSU. The Grounds Maintenance review outcome has been agreed by SMT and will be delivered separate to *improve it* due to timescales. The Waste and Fleet Organisation Review, including the creation of the Environment Service Support Unit, is in its final stages with the management team now in place and final recruitment underway.

**6. Well informed, well trained and well equipped workforce that increases staff's responsibility for service delivery by 2014/15**

**Achieved with ongoing actions**

Well informed - Throughout the *improve it* Programme there have been regular communications with staff through our dedicated Communications Officer. Beyond the programme, communications will be coordinated via the Communications Officer within the SSU.

Well trained – There has been a variety of training through the SVQ programmes and the management and supervision development programme. Please see the People Development Close Report for full details.

Well Equipped – The Confirm roll out will move the services away from legacy/paper-based systems to a cloud-based IT system with handheld technology. Future fleet requirements have been developed for Street Cleansing and under development for Grounds Maintenance. The Fleet Improvement Project will procure new, fit for purpose vehicles.

**7. Develop effective processes for waste collections; street cleansing and grounds maintenance; management and maintenance of fleet; and public conveniences provisions by 2014/15**

**Part  
Achieved**

The introduction of Managed Weekly Collections, double shifting and neighbourhood zoning has been the biggest change within Waste Collections processes for over 10 years.

Following the zero based resourcing exercise within Street Cleansing new routes and scheduling have been developed and will be implemented as part of the Confirm roll out.

Grounds Maintenance also underwent a zero based resourcing exercise which fed in to their review.

Fleet management and maintenance services were combined providing a more joined-up service. Fleet have also undergone an efficiency review with a number of recommendations that have started to be actioned and a separate project set up to take forward the remaining actions.

## Appendix 2 – Savings Monitor

Area	Project	Savings Achieved in 2011-12 A	Additional Savings Achieved in 2012-13 B	Additional Saving for 2013-14 C	Planned Savings in 2013-14 A+B+C	Additional Saving for 2013-14	Forecast 2013-14	Variance 2013-14	Project Status	Forecast Cumulative Savings from 2011-12 to 2013-14	Future Requirement 2014-15 to 2018-19 (note 1)	Total Forecast Savings 2011-12 to 2018-19
Waste	Trade Waste Income	0	-882	0	-882	0	0	0	Green	-1,764	-4,410	-6,174
Waste	Landfill (Tax and gate fees only)	441	884	1,923	3,248	1,923	566	-1,357	Red	3,657	16,240	19,897
Waste	5 Day Working	0	984	0	984	0	0	0	Green	1,968	4,920	6,888
Waste	Integrate Dom/Trade	503	0	0	503	0	0	0	Green	1,509	2,515	4,024
Waste	AWC	0	313	1,708	2,021	1,708	832	-876	Red	1,458	10,105	11,563
Waste	Recycling Income	2	46	6	54	6	6	0	Green	104	270	374
<b>Waste</b>	<b>Sub-total Waste</b>	<b>946</b>	<b>1,345</b>	<b>3,637</b>	<b>5,928</b>	<b>3,637</b>	<b>1,404</b>	<b>-2,233</b>		<b>6,932</b>	<b>29,640</b>	<b>36,572</b>
Fleet	Fleet - Reduced Payroll Costs	322	94	140	556	140	140	0	Green	1,294	3,020	4,314
Fleet	Fleet - Reduced Vehicle Profile (non-Env)	20	25	0	45	0	0	0	Green	110	225	335
Fleet	Fleet - Reduced Motor Insurance Costs	0	10	0	10	0	0	0	Green	20	50	70
Fleet	Fleet - Increased MOT/Test Lane Income	17	13	50	80	50	50	0	Green	127	460	587
Fleet	Fleet - Reduced Vehicle Fuel Consumption	0	0	150	150	150	150	0	Green	150	750	900
Fleet	Fleet - Reduced Operating Costs through Telematics	0	0	50	50	50	50	0	Green	50	250	300
<b>Fleet</b>	<b>Sub-total Fleet</b>	<b>359</b>	<b>142</b>	<b>390</b>	<b>891</b>	<b>390</b>	<b>390</b>	<b>0</b>		<b>1,751</b>	<b>4,755</b>	<b>6,506</b>
SGM	SGM staffing reductions	225	0	0	225	0	0	0	Green	675	1,125	1,800
SGM	SGM vehicle reductions	60	0	0	60	0	0	0	Green	180	300	480
<b>SGM</b>	<b>Sub-total SGM</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>855</b>	<b>1,425</b>	<b>2,280</b>
Taskforce	Taskforce Staffing (phase 1)	1,000	0	0	1,000	0	0	0	Green	3,000	5,000	8,000
Taskforce	Taskforce Staffing (phase 2)	0	730	0	730	60	60	0	Green	1,460	3,650	5,110
<b>Taskforce</b>	<b>Sub-total Taskforce</b>	<b>1,000</b>	<b>730</b>	<b>0</b>	<b>1,730</b>	<b>60</b>	<b>60</b>	<b>0</b>		<b>4,460</b>	<b>8,650</b>	<b>13,110</b>
<b>Public Conv.</b>	<b>Public Conveniences</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	Green	<b>226</b>	<b>565</b>	<b>791</b>
<b>All</b>	<b>Total</b>	<b>2,590</b>	<b>2,330</b>	<b>4,027</b>	<b>8,947</b>	<b>4,087</b>	<b>1,854</b>	<b>-2,233</b>		<b>14,224</b>	<b>45,035</b>	<b>59,259</b>

## Appendix 3 – Benefit Review

Ref.	Benefit	Type	Benefit Realisation
<b>F01</b>	Reduced vehicle costs	C	<p>The introduction of Managed Weekly Collections, neighbourhood zoning and double shifting has resulted in revised refuse collection routes and therefore fewer vehicles are required. 29 vehicles were released in September 2012 due to implementation of these changes. However the use of contingency resources to ensure route completion plus the age of the fleet has resulted in higher than budgeted use of external hires. Other savings will be achieved across the fleet service as a result of merging fleet management and maintenance, reducing fuel consumption (as a result of driver training, telematics and improved reporting of fuel consumption), and planned fleet reductions in non environment services.</p> <p>The outcomes of the Fleet Efficiency Review completed in May 2013 will also assist in realising cost savings in this service area.</p>
<b>F02</b>	Increase income through the development and operation a VOSA test lane	C	<p>The test lane is complete and operational. It is being used by internal and external customers attracting income of £127k from 2011. Income generation will be increased further through the Fleet Improvement Project.</p>
<b>F03</b>	Reduce minor service levels for vehicles not subject to O-licence regulations	N-C	<p>Service levels for non O-licence vehicles have been reduced from every 6 weeks to manufacturers' recommended levels.</p>

Ref.	Benefit	Type	Benefit Realisation
<b>F04</b>	Increased Vehicle Availability for HGVs – 85%  Vehicle Availability for other fleet – 96%  (non-financial)	KPI	Target for HGVs is 85% and for other vehicles 96%. Availability is currently averaging 97% across for all vehicle types.
<b>F05</b>	Reduced Payroll Costs	C	Payroll savings reduced by £140k in 2013/14 in line with the target. Overall £1.3m will have been saved between 2011 and 2014. By 2019 savings are forecast to reach £4.3m.
<b>F06</b>	Reduced motor insurance costs	C	Costs have reduced by £20k since 2011 and total savings of £70k are forecast by 2019.
<b>I01</b>	Staff efficiencies through increased productivity, increased automation, and performance management and reporting	N-C	This is likely to be achieved in the long term using Confirm once the system has fully bedded in.
<b>I02</b>	A single repository of all asset data providing improved data integrity and consistency	N-C	The full roll out of Confirm will achieve this benefit, however work will be required with services to ensure that the use of legacy systems cease.
<b>I03</b>	Complete knowledge of all assets enabling full condition management and cost effective maintenance – i.e. ability to apply the appropriate resources at the right time	C / N-C	The full roll out of Confirm will achieve this benefit.
<b>I04</b>	Reduction in communal bin purchase through better asset management	C	The full roll out of Confirm should achieve this benefit, however monitoring of the processes and teams involved will be required to ensure full benefit realisation.

Ref.	Benefit	Type	Benefit Realisation
<b>I05</b>	Reduction in telephone and fax charges through electronic communication with both contact centre and mobile workforce	C	The full roll out of Confirm and integration with the new Council website (separate project but coinciding with Confirm roll out) will achieve this benefit – monitoring of benefit realisation will be required.
<b>I06</b>	Increased customer satisfaction / reduction in customer complaints through greater availability of information	KPI/ I	The full roll out of Confirm and integration with the new Council website (separate project but coinciding with Confirm roll out) will achieve this benefit – monitoring of benefit realisation will be required.
<b>I07</b>	Increased management reporting including performance management, financial analysis, and forecasting and trending information	N-C	The full roll out of Confirm will achieve this benefit.
<b>I08</b>	Reduction in software licences costs for existing systems through removal of obsolete systems	C	The full roll out of Confirm will achieve this benefit, however work will be required with services to ensure that the use of legacy systems cease and agree dates for ceasing licenses.
<b>I09</b>	Improvement in compliance with national standards and guidelines	KPI	The full roll out of Confirm should help achieve this benefit, however monitoring of the processes and teams involved will be required to ensure full benefit realisation.
<b>I10</b>	Reduction in printing costs through use of mobile devices	C	The full roll out of Confirm will achieve this benefit.
<b>I11</b>	Historical records of visits to a street and subsequent repairs, leading to a reduction in public liability claims through improved roads maintenance and better information for defending claims.	N-C	The full roll out of Confirm should achieve this benefit, however monitoring will be required.



Ref.	Benefit	Type	Benefit Realisation
<b>I12</b>	Reduction in fuel costs through improved routing and reduction in duplicate jobs	C	The full roll out of Confirm should achieve this benefit, however monitoring will be required.
<b>I13</b>	Provide service transparency – i.e. Report on what assets the Council has and what work has been done to them	N-C/ KPI	The full roll out of Confirm should achieve this benefit.
<b>I14</b>	Workforce with increased ICT access and skills	I	The training delivered and the full roll out of Confirm should achieve this benefit.
<b>I15</b>	Survey, inspect, and manage trees within financial constraints.	N-C	The full roll out of Confirm should help achieve this benefit.
<b>I16</b>	Roads and Street Lighting teams will share a works system and information, allowing for better management of services and more transparency for Contact Centre, customers, and neighbourhoods.	N-C	The full roll out of Confirm will achieve this benefit.
<b>I17</b>	Interface with Parks and Green Space GIS systems and configurable workflows, enabling better planning and reduced response times.	N-C	The full roll out of Confirm should achieve this benefit.
<b>I18</b>	Allow inspectors to update inventory – e.g. roads inspectors can report on damaged Street Lighting columns in real time.	N-C	The full roll out of Confirm will achieve this benefit.
<b>I19</b>	A fully spatially enabled item inventory across highway components - e.g. pavement data, condition data, and works records.	N-C	The full roll out of Confirm will achieve this benefit.

Ref.	Benefit	Type	Benefit Realisation
<b>PC1</b>	Improved city centre public conveniences increasing customer satisfaction	I	The project delivered new improved facilities for the public and staff. There has been good feedback from both the staff and public on the improved condition, security and usage of the facility.
<b>PC2</b>	Reduced staffing costs following the restructure	C	Saving of £113k achieved in 2012/13
<b>PC3</b>	Charging for facilities will have an ongoing revenue stream for the Council charging for team.	C	£7k has been achieved to date with a total of £12k forecasted for 2013/14. It is forecasted that this will rise to £75k over the next financial year. However as the budget target was £216k this will leave a potential shortfall of £141k.
<b>PD01</b>	Improved performance scores	KPI	See OSM Benefits below.
<b>PD02</b>	Higher customer satisfaction	N-C	Edinburgh's People Survey results show increase in satisfaction with street cleaning of 12% from 2011-2013, and 11% with parks and greenspaces in the same period.
<b>PD03</b>	Increased productivity	C	Once Confirm is implemented, the introduction of the agreed, more comprehensive performance framework will enable proper assessment of this.
<b>PD04</b>	Reduction in service complaints	N-C	Awaiting performance analysis.
<b>PD05</b>	Improved management of Health & Safety	C/N-C	Recent British Safety Council Audit has reported improvement in Task Force management of H&S performance.  SVQ qualification completions confirm work-based application of a range of H&S competencies.
<b>PD06</b>	Reduction in levels of staff sickness absence	KPI	Awaiting performance analysis – currently being worked on.

Ref.	Benefit	Type	Benefit Realisation
<b>PD08</b>	Improved staff/management relations	C/N-C	Overall communication with staff group improved through use of depot briefings, but further work required with coalition of sponsors.
<b>PD09</b>	Increased ICT utilisation	N-C	People investment through training delivered to support Confirm roll out should achieve this.
<b>OSM1</b>	Reduction in staff/vehicle cost	C	See savings monitor below for details.
<b>OSM2</b>	Increased income	C	No increased income against target of 50K – this element is now included in Task Force Specialist services Review
<b>OSM3</b>	CIMS city wide score of 72 in 2012/13 and 2013/14	KPI	71 achieved in 2012/13 On track for 72 in 2013/14 93% streets clean in 2012/13 and on track for target of 95% in 2013/14 More comprehensive performance framework awaiting introduction post Confirm implementation
<b>OSM4</b>	25 Green Flag awarded parks by 2012/13, and 1 additional per year thereafter	KPI	24 in 2012, and 24 in 2013 (assessment period is August-August)
<b>OSM5</b>	78% Landscape Quality Standards achieved by 2012/13, and maintained in 2013/14	KPI	71% achieved over calendar year 2013 LQS methodology being reviewed, awaiting introduction post Confirm implementation
<b>OSM6</b>	76% Parks quality Standard achieved in 2012/13, 85% in 2013/14	KPI	90% achieved in 2012, and 92% in 2013 (assessment period is August-August)
<b>WS1</b>	Deliver total project gross savings of £38.8m by 2018/19	C	Cumulative savings of £6.9m are forecasted for 13/14 with shortfalls rolling forward to the planned £36.8m by 18/19.

Ref.	Benefit	Type	Benefit Realisation
<b>WS2</b>	Reducing staffing and vehicle costs through the introduction of MWC, re-routing and new shifts	C	Implemented in September 2012. £1.5m achieved with shortfalls for 13/14 (£0.9m) reassured for 14/15 as part of the agreed budget plan.
<b>WS3</b>	Achieve a recycling rate of 51%	KPI	The PSC assumed the earlier introduction of Managed Weekly Collections and food waste collections and other recycling enhancements. Target was revised to 40% recycling rate target for 2012/13. The programme of communications and engagement to increase participation in recycling service is being expanded in order to and drive up recycling rates and reduce landfill. The current forecast for recycling in 2013/14 is 40%. The target of 50% is expected to be achieved in 2014/15.
<b>WS4</b>	Reducing the amount of waste sent to landfill to 118,000 tonnes in 2013/14	KPI C	Landfill has reduced but not to the targeted levels. The PSC assumed the earlier introduction of Managed Weekly Collections and food waste collections and other recycling enhancements and had a landfill tonnage target of 113,643 tonnes for 2012/13. Actual performance for 2012/13 was approximately 137,000 tonnes. The budget assumption for 2013/14 is approximately 118,000 total but current forecasts predict 131,500 tonnes will be sent to landfill. A key risk is that the amount of waste produced or its composition varies from assumptions made, increasing the amount of waste that has to be sent to landfill. Further recycling service enhancements to be implemented from June 2014 supported by an ongoing communications campaign to support behavioural change will increase recycling and the target is expected to be achieved in 2014/15.

Ref.	Benefit	Type	Benefit Realisation
<b>WS5</b>	Improved management of service through a fit for purpose structure.		An organisational review of the service is nearing completion. All management posts have been filled providing improved capacity and capability within the service. The final vacancies remaining after matching and assignment are now being recruited to and these will allow the full benefit to be realised
<b>WS6</b>	Increasing income received for the sale of recyclates by £54k	C	The target for increase income from the sale of recyclate has been achieved as a result of positive movements in the market for materials and increased capture of materials.
<b>WS7</b>	Improving customer satisfaction and reducing the number of complaints	N-C	Up to date customer satisfaction data is not yet available. Complaint levels remain above the levels experienced prior to the start of the programme and benefits realisation will continue beyond the close of the programme.
<b>WS8</b>	Reduce sickness absence to 4% or under	N-C	Sickness levels have reduced and at times dipped below 4% however they continue to fluctuate above this level. Sickness levels range between 3.95% and 7.74%. Benefits realisation will continue beyond the close of the programme.

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Edible Edinburgh: A Sustainable Food City Plan

<b>Item number</b>	7.12
<b>Report number</b>	
<b>Executive/routine</b>	
<b>Wards</b>	All

### Executive summary

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This report seeks the Council's endorsement of the Edible Edinburgh Sustainable Food City Plan (Appendix 1) and a commitment from the Council to play a key role in its implementation and progress.

The Edible Edinburgh initiative aims to lead the way in transforming Edinburgh's food system to a more sustainable model through a strategic approach, working in partnership across all sectors as part of the Sustainable Edinburgh 2020 action plan.

Edible Edinburgh is led by a cross-sector steering group and is a sub group of the Edinburgh Sustainable Development Partnership, one of seven cross-cutting partnerships under the Edinburgh Partnership.

The Edible Edinburgh Sustainable Food City Plan is ambitious and challenging. It sets out a range of actions for 2014/15 which will help build the foundations for longer term and larger scale actions for a sustainable food city in 2020.

### Links

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<b>Coalition pledges</b>	P16, P17, P24, p27, P28, P43, P48, P49, P50
<b>Council outcomes</b>	CO4, CO8, CO10, CO18, CO23, CO26
<b>Single Outcome Agreement</b>	SO1, SO2, SO3, SO4

## Edible Edinburgh: A Sustainable Food City Plan

### Recommendations

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- 1.1 To endorse the Edible Edinburgh Sustainable Food City Plan.
- 1.2 To commit to playing a key role in implementing and progressing the plan.
- 1.3 To agree to work with Edible Edinburgh to progress actions which require direct Council involvement as outlined at 3.5 below.

### Background

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- 2.1 Public consultation on the Sustainable Edinburgh 2020 framework in 2011 identified food as a key focus area for sustainable development in the city.
- 2.2 Working with partners, the Council's Corporate Policy and Strategy team subsequently delivered a series of seminars to examine issues and establish support for work on sustainable food in the city. As a result the Edible Edinburgh initiative was launched in January 2013.
- 2.3 Edible Edinburgh is driven by a cross-sector steering group involving approximately fifteen partners from the public, private and third sectors in the city. It aims to transform Edinburgh into a sustainable food city.
- 2.4 Edible Edinburgh defines sustainable food as "food which is healthy, tasty and affordable, which is good for nature, good for animal welfare and good for local business and communities".
- 2.5 During the course of 2013, Edible Edinburgh engaged with experts and examined food issues under six themes: health, land use, procurement, economy, environment and culture. Some key issues identified include the impact of poor diet on health (e.g. cardiovascular diseases, diabetes and obesity), and rising food poverty impacted by a 30% rise in food costs over the past six years and evidenced by a five fold increase in the number of food banks over the past year alone. Economic challenges and opportunities include the need to develop more localised and resilient food supply chains, to address the underused asset of peri-urban land and to improve the opportunities for skills, training and employment linked to local food production and the wider food sector. The environmental impact of modern agriculture is significant; our systems of growing, transporting, producing, storing, cooking and disposing of food produce huge quantities of waste including one-third of all household waste in Edinburgh and, at UK level, 30% of all greenhouse gas emissions.

- 2.6 In the autumn of 2013, Edible Edinburgh held a city-wide consultation on how Edinburgh could best develop as a sustainable food city, with the focal point a major engagement event in the city centre. Feed the 5,000 drew in approximately 5,000 people and provided information, workshops and activities highlighting issues of sustainable food. A range of consultations were also held on the day to inform the development of the sustainable food city plan, including, face-to-face surveys, café conversations, interviews and informal discussions. Feedback from the engagement and consultation activities has been used to inform and develop the Edible Edinburgh Sustainable Food City plan.

## Main report

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- 3.1 The Edible Edinburgh initiative recognises that food is a cross cutting issue which can address social, economic and environmental challenges and can be used as a driver for sustainable development.
- 3.2 The Edible Edinburgh Sustainable Food City Plan outlines a strategic framework for Edinburgh to develop as a sustainable food city towards 2020. It details a set of actions for 2014/15 to help build the foundations for the longer term and larger scale actions required for this.
- 3.3 The Edible Edinburgh vision is that Edinburgh will become “a city where good food is available for all, making for healthy people, thriving communities and a sustainable environment.”
- 3.4 The Plan will deliver five key outcomes:
- 3.4.1 more fresh, healthy and sustainable food eaten;
  - 3.4.2 fewer people living in food poverty;
  - 3.4.3 our natural environment and resources are protected and conserved with fewer emissions;
  - 3.4.4 a thriving economy with greater diversity in local food production and distribution; and
  - 3.4.5 a transformed food culture with greater awareness and skills.
- 3.5 The Edible Edinburgh Sustainable Food City Plan details a range of actions for 2014/15 which require direct Council involvement. These include:
- 3.5.1 reviewing concessionary lets policy for community food growing initiatives;
  - 3.5.2 continuing to reduce unavoidable food waste going to landfill;
  - 3.5.3 supporting the ongoing delivery of the Edinburgh Food for Life Partnership project;
  - 3.5.4 investigating opportunities for the public sector in Edinburgh to develop a city-wide sustainable food procurement strategy under the Procurement Reform Bill;
  - 3.5.5 working with the Council’s Economic Development service to develop a strategy for food skills and jobs, and



- 3.5.6 including a food strand in the work of the Cooperative Capital programme.
- 3.6 By endorsing and participating with this plan, the Council has the opportunity to progress its wider commitment to sustainable development.
- 3.7 The progress of the Edible Edinburgh Sustainable Food City Plan will be reported annually via the Sustainable Edinburgh 2020 annual report.

## **Measures of success**

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- 4.1 Delivery of the Edible Edinburgh Sustainable Food City action plan for 2014/15.
- 4.2 Development and launch an Edible Edinburgh Food City Charter by autumn 2014.
- 4.3 Delivery of a major community engagement event on the issue of local food growing in autumn 2014.
- 4.4 Establishing sustainable food within the Cooperative Capital programme by the end of 2014.
- 4.5 Delivery of the first phase of the Food for Life (FFL) roll out plan with all Council schools achieving the Bronze FFL Catering Mark standard by January 2015.
- 4.6 Development and publication of a clear policy and guidelines for letting Council land to community growing initiatives by March 2015.
- 4.7 Development of a robust baseline by March 2015 which will provide a measure for progress of Edinburgh as a sustainable food city.
- 4.8 Continued increase in the percentage of household food waste recycled year on year in the city.

## **Financial impact**

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- 5.1 There are no financial implications.

## **Risk, policy, compliance and governance impact**

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- 6.1 By endorsing the Edible Edinburgh Sustainable Food City plan, the Council is mitigating the risks associated with non-compliance with statutory requirements, specifically the Climate Change (Scotland) Act 2009.
- 6.2 In addition, the Council is ensuring that it is taking action to deliver against adopted policies and strategies.
- 6.3 Further, the Council is fulfilling its Community Planning obligations to work in partnership to deliver better services and improve the lives of local people.

## Equalities impact

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- 7.1 Equality and rights are a key component of the Edible Edinburgh Sustainable Food City Plan which is underpinned by principles which include being inclusive, engaging and sustainable. Delivery of this plan will improve Council ability to deliver the public sector equality duty.

## Sustainability impact

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

## Consultation and engagement

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- 9.1 Development of a strategic approach to sustainable food was initiated as a result of interest identified from the city wide public consultation on the Sustainable Edinburgh 2020 Framework in 2011. Following a series of city seminars, the Edible Edinburgh cross-sector steering group was formed at a stakeholders meeting in December 2012.
- 9.2 Over the course of 2013, the Edible Edinburgh group held a series of evidence gathering workshops where experts were invited to share and exchange knowledge with group members on the six themes of the Sustainable Food City Plan (Health, Environment, Land Use, Economy, Procurement and Culture).
- 9.3 In September 2013 a survey monkey consultation was opened to all Edinburgh residents and stakeholders and, linked to this, extensive consultation was undertaken during the Feed the 5,000 event in October 2013. Over 400 responses were received and used to inform the development of the Edible Edinburgh Sustainable Food City Plan.

## Background reading/external references

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- [Edible Edinburgh: A Sustainable Food City Plan](http://www.edible-edinburgh.org/) - <http://www.edible-edinburgh.org/>
- Sustainable Edinburgh 2020 – <http://www.edinburgh.gov.uk/sustainableedinburgh>

### **Alastair D Maclean**

Director Corporate Governance

## Links

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<b>Coalition pledges</b>	<p>P16 – Examine ways to source new funding to support small businesses</p> <p>P17 - Continue efforts to develop the city’s gap sites and encourage regeneration.</p> <p>P24 - Maintain and embrace support for our world-famous festivals and events.</p> <p>P27 – Seek to work in full partnership with Council staff and their representatives</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P48 - Use Green Flag and other strategies to preserve our green spaces.</p> <p>P49 - Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill.</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
<b>Council outcomes</b>	<p>CO4 - Our children and young people are physically and emotionally healthy</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities</p> <p>CO10 – Improved health and reduced inequalities</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production</p> <p>CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
<b>Single Outcome Agreement</b>	<p>SO1 – Edinburgh's Economy Delivers increased investment, jobs and opportunities for all</p> <p>SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO3 – Edinburgh's children and young people enjoy their childhood and fulfil their potential</p>

**Appendices**

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

Appendix 1 - Edible Edinburgh – Sustainable Food City Plan

# Edible Edinburgh: A Sustainable Food City Plan



<http://www.edible-edinburgh.org/>

**Edible  
Edinburgh**  
Our food. Our city.

## **FOOD**

More fresh, healthy &  
\*sustainable food eaten

## **PEOPLE**

Fewer people living in  
food poverty

## **ECONOMY**

A thriving food economy  
with greater diversity in  
local food production and  
distribution

## **ENVIRONMENT**

Our natural environment  
and resources are  
protected and conserved  
with fewer emissions

## **CULTURE**

A transformed food culture  
with greater awareness  
and skills

# Edible Edinburgh

**Our food. Our city.**

**\*Sustainable food is tasty, healthy and affordable.  
It is good for nature, for animal welfare, for local  
businesses and good for people and communities.**

# Our food our city

The way we eat affects the city we live in. The food we grow, the way we produce and distribute it, the distance it travels and the people and businesses we buy it from all have a profound effect on the place we call home. Food can change the landscape of our city, the strength of our local economy, the health and wellbeing of our population and the opportunities open to our young people.

At Edible Edinburgh we believe the future of local food is in our hands. Together we can radically transform our food and our city to build a thriving, resilient, greener, fairer and healthier Edinburgh.

Our vision is of a community that can fairly access and enjoy the everyday pleasure that good food offers and which celebrates the food knowledge, skills and traditions that make our city what it is.

Every day, we each have the opportunity to make Edinburgh an even better city to live in through the food choices we make. It's our city – let's celebrate our food and work together to make it better for our health, our environment and our community.

**VISION... a city where *good food is available for all, making for healthy people, thriving communities and a sustainable environment.***



# Edible Edinburgh

## WHAT IS IT?

An initiative which aims to inspire and motivate everyone across Edinburgh to work together in developing new approaches to food, making positive choices that are healthier and tastier and which bring social, economic and environmental benefits to the whole community.

## WHY?

In 2011, the City of Edinburgh Council published a framework for a 'Sustainable Edinburgh 2020' and consulted on priority issues for action. A keen interest in food issues was identified and a series of seminars were then held to explore issues ranging from community access to land for growing to concerns about food and health, food waste and food poverty.

From this, a cross sector steering group was established and Edible Edinburgh was formed. In the autumn of 2013, a public consultation was launched to ask people across the city their opinion of Edible Edinburgh's vision. Over four hundred people and organisations responded with their feedback and thoughts.

This Edible Edinburgh Sustainable Food City Plan has been developed based on this feedback.

## WHO IS INVOLVED?

The Edible Edinburgh Steering Group involves of fourteen representatives from the public, private and third sectors (see page 16).





# We all have a part to play

There is lots of food related activity already happening in Edinburgh and this plan is inspired by the many people and organisations who are leading the way in delivering positive change on the ground by tackling health inequalities, food waste and food poverty.

The Edible Edinburgh Sustainable Food City Plan is designed to be used as a tool to help strengthen and expand this activity, to identify and address gaps and to engage a city wide audience in developing Edinburgh as a sustainable food city.

It sets out some clear aims and objectives but we are well aware of the challenges that such an ambitious plan involves.

The changes we want to see to our food and our city involve nothing less than a cultural shift and can only happen if everyone – individuals, families, groups, organisations and businesses – works together to make our food systems more

sustainable. No single organization or agency can deliver such change on its own. A key purpose of this plan is to help engage and enable everyone who lives and works in the city to examine how they can positively influence our food system and support them in taking action to make the changes. It means building strong foundations for the future and we have focused on developing these foundations in Edible Edinburgh's first year action plan.

We believe the reward – ***a city where good food is available for all, making for healthy people, thriving communities and a sustainable environment*** – is worth it!



Edible Edinburgh is an initiative for engaging all individuals, groups and businesses in identifying action they can take to transform Edinburgh into a sustainable food city. Supported by a cross-sector steering group, it advocates for change in our food systems and provides a framework for action, funding and investment to realise the vision. This first plan aims to make significant progress by 2020 in line with the Sustainable Edinburgh 2020 framework.

**Edible Edinburgh**  
**A Sustainable Food City Plan**  
**2014-2020**  
 part of the Edinburgh Partnership Community Plan

“Sustainable Food” is a vital to the quality of people's lives. Is is tasty, healthy and affordable. Is is good for nature, for animal welfare, for local businesses and good for people.

**VISION: Edinburgh is a city where *good food is available for all, making for healthy people, thriving communities and a sustainable environment.***

**OUTCOMES**

More fresh, healthy and sustainable food eaten	Fewer people living in food poverty	Our natural environment and resources and protected and conserved with fewer emissions	A thriving economy with greater diversity in local food production and distribution	A transformed food culture with greater awareness and skills
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**AIMS**

<b>HEALTH AND WELLBEING</b> To create fair and affordable access to sustainable food, and ensure people can use it to provide a fresh, healthy and nutritious diet	<b>LAND USE</b> To grow, produce and distribute food more locally while conserving and protecting our natural resources and environment	<b>ENVIRONMENT</b> Use our natural resources more efficiently in order to minimise our ecological footprint and reduce levels of avoidable food waste	<b>BUYING FOOD</b> To develop a thriving local food economy based on public and private sector businesses procuring more sustainable food	<b>ECONOMY</b> To develop a diverse independent food sector which offers a variety of high quality skills, training, and employment opportunities	<b>CULTURAL CHANGE</b> To inspire, enable and support people to connect with food & the everyday pleasures and cultural traditions of eating, sharing and celebrating meals together
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**MAJOR OBJECTIVES (to 2020)**

Reduce levels of diet related ill health	Increase the amount of land available for local food production	Establish benchmarks to encourage reductions in food waste, water and energy use and carbon emissions throughout our food systems	Improve the amount & quality of sustainable food procured	Strengthen the wholesale, brokerage, retail and delivery infrastructure that supports the independent food sector	Transform our relationships with food by encouraging more people to cook from scratch, grow their own and eat seasonal, local and organically grown produce.
Increase consumption of nutritious fruit & vegetables	Introduce a food perspective into the city's local plan and SOUTH EAST SCOTLAND STRATEGIC DEVELOPMENT PLAN (SESPLAN)	Support national and local initiatives to minimise food waste	Establish better communication and links between producers, processors, retailers and customers	Develop a programme of support & skills training for new growers and those working in growing, processing and catering	Strengthen communities by engaging people in communal activities around food
Establish long term alternatives to food banks and emergency food aid					
Engage with existing community food initiatives to explore, research and pilot alternatives to food banks	Develop and consult on a local food growing strategy under Community Empowerment (Scotland) Bill	Develop a baseline to measure Edinburgh's progress as a sustainable food city	Support ongoing delivery for the Edinburgh Food for Life Partnership project	Work with Scottish Enterprise and the Council's Economic Development service to develop a strategy for food skills and jobs	Map existing city food initiatives, develop networks and support relevant events and festivals to promote sustainable food and encourage wide participation
Develop effective working arrangements between Edible Edinburgh, NHS Lothian and the Health Inequalities Standing Group	City of Edinburgh Council to review concessionary lets policy for community food growing initiatives	Continue to reduce food waste and levels of unavoidable food waste going to landfill	Investigate the opportunities for the public sector in Edinburgh to develop a city-wide sustainable food procurement strategy under Procurement Reform Bill	City of Edinburgh Council to include a food strand in the work programme of the Co-operative Capital Programme	Develop a City Food Charter to highlight issues & stimulate actions  Build and expand capacity in the community food sector

# Introducing the Edible Edinburgh Sustainable Food City Plan 2014-2020

This plan identifies six distinct themes that need to be addressed in order to deliver its vision:

- Health and wellbeing
  - Land use
  - Environment
  - Buying food
  - Economy
  - Cultural change
- A thriving food economy with greater diversity in local food production and distribution
  - A transformed food culture with greater awareness and skills

It sets out proposed actions within each of these themes to engage and work with the public, private and third sectors in Edinburgh towards these five key outcomes:

- More fresh, healthy and sustainable food eaten
- Fewer people living in food poverty
- Our natural environment and resources are protected and conserved with fewer emissions

Actions for the first year of this plan will invest in the knowledge and skills of individuals, the capacities of organisations and the effectiveness of partnerships in order to lay the foundations for transforming our food and our city.

Note: Some of the actions set out below are already underway and/or are linked to existing plans or activities.



# AIM 1

To create fair and affordable access to sustainable food, and ensure people can use it to provide a fresh, healthy and nutritious diet

## HEALTH & WELLBEING

Scotland is blessed with an abundant natural larder and our national produce is renowned all over the world for its quality and taste – food and drink is one of our strongest commercial exports. But despite our international reputation as a ‘Land of Food and Drink’, Scotland has a chronic health problem and is notorious for its poor diet.

Our diet and food choices are not only costing us our health but putting a heavy fiscal burden on the NHS and wider society. Although we know what we should be eating – more cereals, seasonal fruits and vegetables and less refined sugar, meat and highly processed food – access to affordable fresh and healthy food is becoming a pressing social issue.

Food prices have risen more than 30% in the last five years and the demand for food aid has rocketed. More and more people across the city are now experiencing food poverty.

By re-inventing our food systems in Edinburgh we have the potential to revolutionise how our communities function and ensure that there is fair and equal access to affordable, nutritious food that has been sustainably produced. It can also ensure that everyone is supported to make healthier food choices benefiting us and our city.

## Major Objectives

- Reduce levels of diet related ill health
- Increase consumption of nutritious fruit & vegetables
- Establish long term alternatives to food banks and emergency food aid

## Year One Actions

- Engage with existing community food initiatives to explore, research and pilot alternatives to food banks
- Develop effective working arrangements between Edible Edinburgh, NHS Lothian and the Health Inequalities Standing Group

## AIM 2

To grow, produce and distribute food more locally while conserving and protecting our natural resources and environment

### LAND USE

To minimize our environmental impact and reduce the distance our food travels from farm to plate means Edinburgh will need to source more of its own food closer to home. This means supporting individuals and communities to grow food as well as supporting commercial opportunities for local businesses and social enterprises. We recognise that in order to meet increased demand for locally grown food there needs to be access to land.

Across the city an increasing number of growing projects are finding creative ways of growing food on vacant, derelict or under-used land e.g. tenement backyards and garden-sharing schemes. Projects like this are important for protecting our city's wildlife and biodiversity, tackling inequalities and promoting social inclusion as well as encouraging physical activity and promoting healthier eating.

There are many competing priorities for the use of land in Edinburgh and its vital our planning system can accommodate these; freeing up existing land for use as well as supporting the creation of innovative new spaces for growing.

### Major Objectives

- Increase the amount of land available for local food production
- Introduce a food perspective into the city's local plan and South East Scotland strategic development plan (SESPLAN)

### Year One Actions

- Develop and consult on a local food growing strategy under the Community Empowerment (Scotland) Bill and in cooperation with the Grow Your Own Working Group
- City of Edinburgh Council to review concessionary lets policy for community food growing initiatives

## AIM 3

### Use our natural resources more efficiently in order to minimise our ecological footprint and reduce levels of avoidable food waste

#### ENVIRONMENT

Growing, producing, processing, transporting and disposing of the food we eat have an enormous impact on our environment. Food production consumes valuable natural resources and can have major impacts on biodiversity such as habitat loss and pollution.

Industrial farming methods of production draw on the natural capital of our soil and increase our reliance on chemical fertilisers which are a key contributory factor to global warming. Organic farming methods build soil fertility without the use of artificial fertilisers, prohibit use of the vast majority of pesticides and herbicides and offer high animal welfare standards. However, the scale of organic farming in the UK is significantly smaller than that of industrial agriculture.

Our modern food systems contribute around 30% of greenhouse emissions in the UK. And because so much of our food is imported our food choices place pressure on land and natural resources, like water, across the globe. Edinburgh should play its part in the stewardship of the planet's natural resources, to help ensure these are conserved and that our farming and fishing systems are sustainable.

#### Major Objectives

- Establish benchmarks to encourage reductions in food waste, water and energy use and carbon emissions throughout our food systems
- Support national and local initiatives to minimise food waste

#### Year One Actions

- Develop a baseline to measure Edinburgh's progress as a sustainable food city
- Continue to reduce food waste and levels of unavoidable food waste going to landfill

## AIM 4

To develop a thriving local food economy based on public and private sector businesses procuring more sustainable food.

### BUYING FOOD

The capital's public and private sectors have a role to play in transforming Edinburgh into a thriving, sustainable food city. Using the buying power of Edinburgh's public institutions and key private sector businesses to source healthy and sustainable produce for Edinburgh could help stimulate our local economy and create new routes to market for local growers and produces.

Hospitals, schools, nurseries, care homes, workplaces, restaurants/cafes and visitor attractions are likely to provide food to all of us at some point in our lives. Serving fresh and healthy meals could contribute to the health and wellbeing of everyone in Edinburgh and bring a longer-term dividend of social, economic and environmental benefits to the city.

Scotland has a strong international reputation for its high quality produce and ingredients and it is now time to reflect this in the food choices available to everyone in our city. Our public, retail, hospitality and events sectors can all play a part in this and so can individual consumers by asking for local and sustainably sourced products and meals.

### Major Objectives

- Improve the amount & quality of sustainable food procured
- Establish better communication and links between producers, processors, retailers and customers

### Year One Actions

- Support ongoing delivery of the Edinburgh Food for Life Partnership project
- Investigate the opportunities for the public sector in Edinburgh to develop a city-wide sustainable food procurement strategy under Procurement Reform Bill

## AIM 5

To develop a diverse independent food sector which offers a variety of high quality skills, training, and employment opportunities

### **ECONOMY**

Edinburgh has a growing and vibrant population with a high number of economically active people of working age. It has a thriving local hospitality, events and food retail sector that could be developed to support more local producers (and more producers selling locally) as well as a more diverse retail sector where knowledgeable employees are enthusiastic ambassadors for healthy, sustainable and locally produced food, benefiting residents and tourists alike.

We need to ensure that food related businesses in Edinburgh offer a range of career opportunities and improve links between schools, colleges and the food industry to ensure we have a workforce suitably skilled to support the improvement and expansion of our sustainable food sectors.

As a sustainable food city we can encourage and support everyone across the city to have a connection to the food they eat, and the people who produce it, so we can all support local businesses and help our local economy to grow. It is also important that we build relationships and opportunities for collaboration between the people who produce, distribute and sell our food as well as supporting and encouraging a diverse retail sector with more independent food businesses, delivering broad economic and community benefits to the city.

### **Major Objectives**

- Strengthen the wholesale, brokerage, retail and delivery infrastructure that supports the independent food sector
- Develop a programme of support & skills training for new growers and those working in growing, processing and catering

### **Year One Actions**

- Initiate work with relevant key agencies and partners to develop a strategy for food skills and jobs
- City of Edinburgh Council to include a food strand in the Co-operative Capital Programme



## AIM 6

To inspire, enable and support people to connect with food - the everyday pleasures and cultural traditions of eating, sharing and celebrating meals together.

### CULTURE CHANGE

Our food culture has changed dramatically in recent years and reflects a food system which is geared towards delivering fast, cheap food within a highly complex, global food chain. We have increased our consumption of refined sugar and processed foods, become disconnected from how our food is produced and seen a dramatic increase in food poverty in Scotland. This has all contributed towards rising levels of adult and childhood obesity and food related diseases, such as diabetes, which reduce our quality of life and wellbeing as well as adversely affecting our economic growth.

If a city is its people and if we are what we eat, then sustainable food is key to becoming a sustainable city. We want everyone to reconnect with where our food comes from and encourage and support active participation in community food growing and

cooking projects. By sharing the everyday pleasures that producing, preparing, eating and sharing food can bring we can instigate a wide range of social, economic and environmental benefits to our communities and our city; building a fairer food culture and a happier and healthier city to live in.

### Major Objectives

- Transform our relationships with food by encouraging more people to cook from scratch, grow their own and eat seasonal, local and organically grown produce
- Strengthen communities by engaging people in communal activities around food

### Year One Actions

- Work with key partners to map existing city food initiatives, develop networks and support relevant events and festivals that promote sustainable food and encourage wide participation
- Develop a City Food Charter to highlight issues and stimulate actions
- Protect, build and expand capacity in the community food sector

## HEALTH & WELLBEING



5 a day

Over two-thirds of people across the Lothians eat less than the recommended five portions of fruit and vegetables a day and 8% of people eat none.

50%

50% + of all Edinburgh adults are either overweight or obese



8%

8% the number of people in the Lothians who eat no fruit and vegetables



5 fold

the increase in foodbank use in the past year

## LAND USE

Edinburgh has  
**1,434**  
allotment plots  
across 21 sites



88%

of Edinburgh residents live within 400m of a green or open space



2700

number of people on allotment waiting lists.



**234.93 hectares of land**

in Edinburgh city is either vacant and/or derelict 48% of all sites are 1 hectare or less in size with 3% larger than 10 hectares.

vacant and/or derelict land

48%



1 hectare or less

3%



10 hectare or less



2014 > 2015 > 2016 > 2017 > 2018

**5 years**

average waiting time on allotment waiting list

## ENVIRONMENT

30%



of greenhouse emissions in the UK are from our food system

One third



of all household waste in Edinburgh is food

238% increase



in the amount of food recycled in Edinburgh in past year



Approx 20% of all commercial waste collected by local authorities in Scotland is food and kitchen waste – rising to 45% for food businesses.

53,500 tonnes



food waste from Scottish hospitality sector - two-thirds of which (35,800 tonnes) could have been eaten. 150,000 tonnes of CO2 equivalent emissions could be saved by recycling and avoiding this food waste - the same as taking almost 50,000 cars off the road for one year.

## BUYING FOOD

 £150 million

annual public sector expenditure on food and drink in Scotland of which 48% is estimated to be on products produced in Scotland (though not all products will use all Scottish ingredients).

416 metres



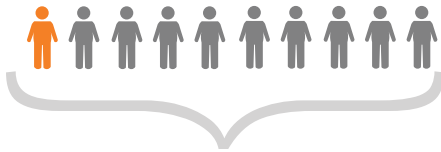
average distance Edinburgh residents live from a supermarket or convenience store, the lowest distance of any Scottish local authority

## ECONOMY



30%

increase in food prices over past six years



Less than 10% of people in Edinburgh work in accommodation and food service

less than 5%

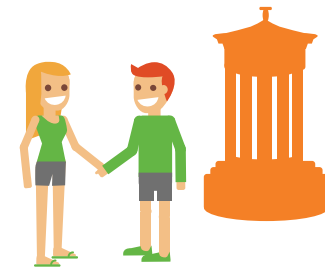


Less than 5% are employed in manufacturing and primary industries such as farming.



A study showed for every £1 invested in a Soil Association Food for Life menu, the social, economic and environmental return on investment for the local authority is £3

## CULTURE CHANGE



Edinburgh ranked highest for well-being in a recent survey of the UK's top 10 cities



Every £1 invested in Local Food is shown to return between £6 and £8 to society in the form of social and economic outcomes including health and well-being, training and skills.

## Edible Edinburgh Steering Group

Pat Abel, Transition Edinburgh

Shulah Allan, NHS Lothian

David Somervell - University of Edinburgh

Charlie Cornelius, Iglu Bar & Restaurant

Lesley Hinds & Marianne Paget, City of Edinburgh Council

Colin Murray, EVOC

Cesar Revoredo-Giha, Scotland's Rural College

Pete Ritchie & Tracey Reilly, Nourish Scotland

Fiona Richmond, Scotland Food & Drink

Andrew Stirling, Stirfresh

Laura Stewart & Angela Mitchell, Soil Association Scotland

Veronica Burke, Bread Matters

## Principles

The principles underpinning this plan:

- **Inclusive** – this is about everyone, and about our diverse culture in the city
- **Additional** - we'll build on the good work people are doing already
- **Innovative** - We will use our wealth of knowledge and skills to support innovation and sustainability in our food system
- **Integrated** - We will integrate our plans with new and existing policies and plans in order to ensure effective and efficient working
- **Engaging**- we will work with people and invest in conversations, education, community development, co-operation and partnerships
- **Comprehensive** - we will seek to change the material environment and social context for decision-making and sustainable food choices
- **Ambitious** - we want to be the most sustainable food city in the UK
- **Sustainable** – we will strive to be sustainable in everything we do

For information on how Edible Edinburgh is progressing and how to get involved see the **Edible Edinburgh website**

# Transport and Environment Committee

10am, Tuesday, 3 June 2014

## Landfill and Recycling

Item number	7.13
Report number	
Executive/routine	
Wards	All

### Executive summary

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This report updates the Committee on performance in reducing the amount of waste being sent to landfill and increasing recycling, and provides year end figures for the financial year 2013/14.

The positive trend in performance is continuing, with the amount of waste sent to landfill in 2013/14 reducing by 4685 tonnes, or 3.4%, when compared against 2012/13. In total, 132,564 tonnes was sent to landfill in 2013/14. The proportion of all waste (including street sweepings) recycled this year was 39.3%, compared to 37.9% in 2012/13.

This report also includes an update on complaint numbers. In the first 3 months of 2014 (January – March), there have been on average 507 complaints per week. This is 36% less than for the same period in 2012/13. With around 460,000 collections per week this equates to a weekly complaint rate of 0.11% of all collections.

### Links

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Coalition pledges	<a href="#">P44, P49, P50</a>
Council outcomes	<a href="#">CO17, CO18, CO19</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Landfill and Recycling

### Recommendations

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It is recommended that Committee;

- 1.1 Notes the contents of the report.

### Background

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- 2.1 At the meeting of the Transport and Environment Committee on 15 January 2013, members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling. At the meeting on 27 August 2013, members requested that the performance reports also include updates on complaints made about waste services.

#### **Landfilled Waste and Recycling**

- 2.2 The *improve it* Programme aimed to deliver transformational change in a number of environment services including Waste Services. Amongst the most significant waste targets was the aim to reduce landfill tonnages to 118,000 tonnes (from 147,668 tonnes in 2011/12), and increase the percentage of waste that is recycled to 50%.
- 2.3 Significant progress in implementing the changes required to deliver both service improvements and landfill savings have been made, including the implementation of managed weekly collections in September 2012.

#### **Complaints**

- 2.4 There are 236,000 properties in Edinburgh which receive multiple refuse and recycling collections. On average there are approximately 90,000 collections a day and 460,000 collections a week.
- 2.5 The service met its target for complaints in March 2014. A total of 1,569 complaints relating to refuse collection and recycling were received, against a target of 1,632 complaints. This equates to a complaint rate of 0.085% of all collections in March.

## Main report

### Landfill

- 3.1 Landfill tonnage in 2013/14 (see Table 1 below) was 132,564 tonnes - this is a reduction of 4,685 tonnes, or 3.4%, on 2012/13.
- 3.2 With landfill costs of £106 per tonne, this reduction represents a saving of some £496,610.

	13/14 Target tonnes	13/14 tonnes (actual)	12/13 tonnes (actual)	Difference	
				tonnes	%
Landfill	118,000	132,564	137,249	4,685	3.4%

Table 1: Landfill Tonnages 13/14 & 12/13

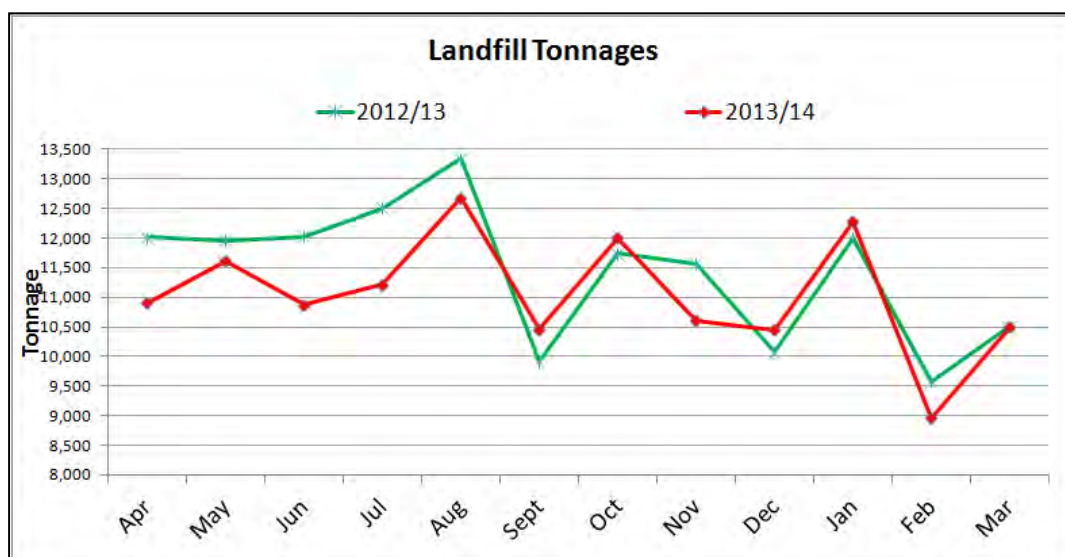


Chart 1: Landfill tonnages 12/13 & 13/14

- 3.3 A total of 10,494 tonnes of waste was landfilled in March 2014. This is a decrease of 0.1% compared to March 2013. Chart 1 above details the trends in monthly landfill tonnages. Table 2 below, compares landfill tonnages in 2013/14 to those of 2012/13.

	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
2012/13	12,014	11,954	12,033	12,513	13,344	9,917	11,743	11,568	10,066	12,007	9,584	10,507
2013/14	10,907	11,619	10,871	11,220	12,676	10,455	12,011	10,606	10,454	12,284	8,967	10,494
% difference	-9.2%	-2.8%	-9.7%	-10.3%	-5.0%	5.4%	2.3%	-8.3%	3.9%	2.3%	-6.4%	-0.1%

Table 2: Landfill comparison per month

3.4 The total tonnage of waste has been falling each year (see Chart 2 below), with the amount of waste in 13/14 being 1.2% less than 2012/13. 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 3.5 – 3.12). This is partly due to the amount of some recyclable materials in the waste stream, such as paper, decreasing in line with national trends and the general move by manufacturers to lightweight packaging.



Chart 2: Total Waste Tonnages 2011/12 – 2013/14

### Recycling

3.5 The percentage of waste recycled in 2013/14, including street sweepings, is 39.3% compared to 37.9% for 2012/13 – an increase of 1.4% (see Table 3 below and Chart 3 overleaf).

	2013/14		2012/13		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	85,916	39.3%	83,835	37.9%	2,081	1.4%

Table 3: Percentage of waste recycled 2012/13 & 2013/14



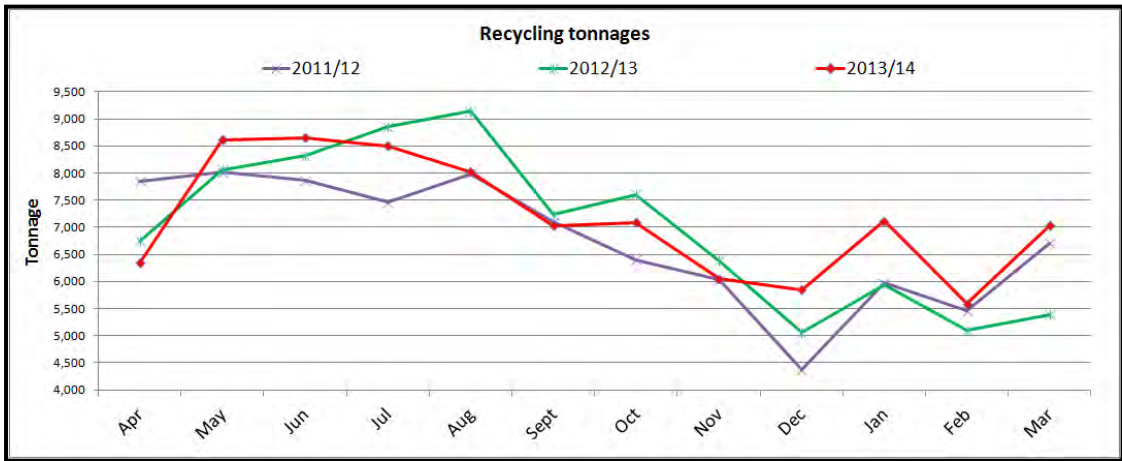


Chart 3: Recycling Tonnages 11/12, 12/13 & 13/14

3.6 A comparison of monthly recycling percentages for the last 3 years (Chart 4 below) illustrates that recycling percentages have shown significant improvement in recent years.

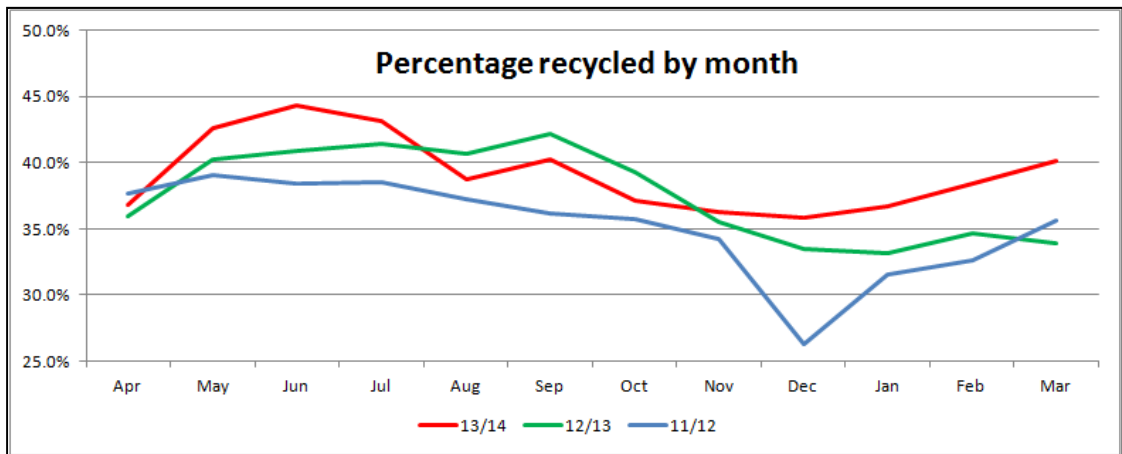


Chart 4: Percentage Recycled by month 11/12, 12/13 and 13/14

3.7 Table 4 (overleaf) provides further details of the main sources of recycled waste. The tonnage of food waste recycled in 13/14 totalled 5,138 tonnes - this is an increase of 749 tonnes (17%) on 2012/13. The tonnage of kerbside box recycling for 2013/14 (blue and red box combined) is 14,589 tonnes which is an increase of 482 tonnes (3.4%) on 2012/13. The tonnage collected through packaging banks and Community Recycling Centres (CRC) sites has also increased by 15%. Conversely tonnages collected through recycling banks and street sweepings decreased by 856 tonnes (11%) and 1,151 tonnes (20%) respectively. Further work is ongoing to understand the reasons for these decreases.

<b>Scheme</b>	<b>2013/14 tonnes</b>	<b>2012/13 tonnes</b>	<b>Difference tonnes</b>
Kerbside Blue/Red Boxes	14589	14107	482
Garden Waste	19789	19847	-58
Food Waste	5138	4389	749
Recycling Banks (bring sites)	6793	7649	-856
Packaging Banks	3337	2982	354
Trade	4829	4926	-97
Community Recycling Centres	21257	18379	2877
Special Uplifts	3179	3210	-31
Other	2416	2604	-188
Street Sweepings	4590	5741	-1151
<b>Total Recycled</b>	<b>85916</b>	<b>83835</b>	<b>2081</b>

Table 4: Year to date recycling by scheme 2012/13 & 2013/14

- 3.8 New contracts to extract recyclable material deposited in residual waste skips at the Community Recycling Centres (CRC) sites, as well as waste obtained via manual street sweeping and the emptying of street litter bins, commenced in November 2013. As of the end of March 2014, with the contract running for 18 weeks, 4300 tonnes of waste has been processed through these contracts with 2800 tonnes being diverted from landfill. We anticipate that in 14/15 5,500 tonnes will be recycled via this contract that in previous years would have been sent to landfill. This equates to a 2.5% increase in our overall recycling rate.
- 3.9 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 replace the red and blue box scheme in a phased programme commencing late summer 2014. The new service will collect a wider range of materials, will be easier to use, and will provide increased capacity. We anticipate that, once fully rolled out, the new service will increase the overall recycling rate to in excess of 46.3%.
- 3.10 Committee also requested that further work be 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. Following

approval by Committee at the 18 March 2014 meeting, Waste Services will be piloting different approaches to communal recycling starting in Autumn 2014.

### **Communication**

- 3.11 A range of public engagement work is ongoing to promote changes in public behaviour which will increase recycling and landfill diversion. This includes door knocking, improving and reviewing information provided on recycling services, engagement activity and promotional campaigns. Most recently, this included a city-wide campaign to encourage food waste recycling, focussing on what food can be recycled and how, this ran from February through until April 2014.
- 3.12 The majority of the food waste campaign and engagement has now been completed, with more than 24 events being held throughout the city, and engaging with 1192 residents at these. Staff have been door knocking residents, with more than 70,000 properties visited, and communications were also sent on how to recycle food waste to all 210,000 households who receive the service.
- 3.13 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**

- 3.14 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 refuse collection routes. Overall, there has been a downward trend in complaint numbers since that time. When comparing complaint numbers with previous years it is worth noting that food waste collections were piloted from spring 2011 and rolled out across the city more widely during 2012/13 to some 150,000 kerbside customers who receive a weekly service.
- 3.15 The service received 1569 complaints in the month of March against a target of 1632 (3.7% less than target).
- 3.16 Although the incidence of complaints is small compared to the number of collections, it is acknowledged that there is never an acceptable level of complaints. Waste Services continue to work hard to reduce the number further.

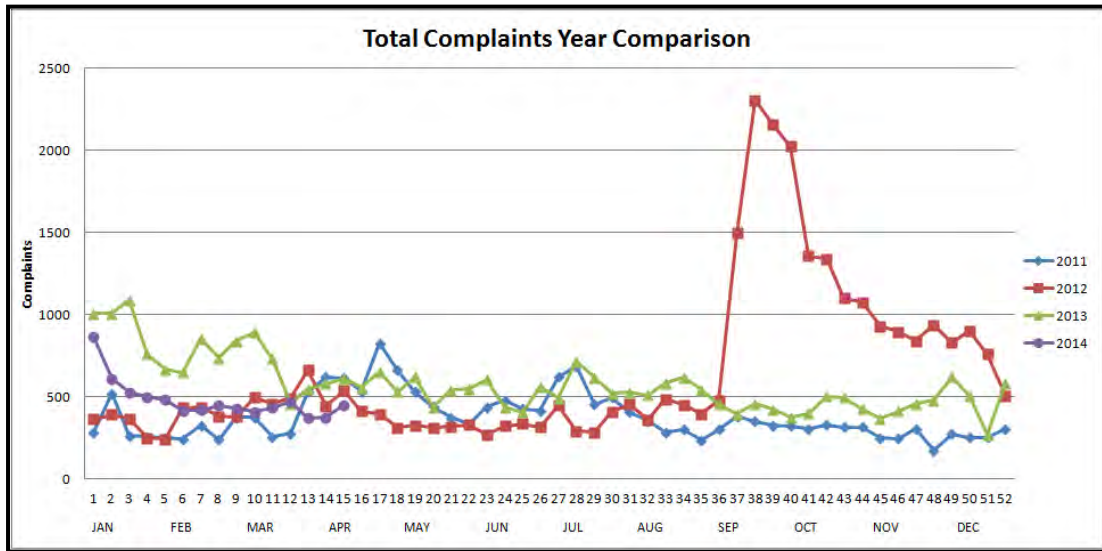


Chart 5: Total complaints per week 2011 – 2014

- 3.17 The Confirm On Demand Environmental system went live in Waste Services and 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, with assets now being maintained using Confirm. Phase II of Confirm (Confirm connect mobile) has now commenced and is being rolled out in a phased programme. This will see all crews using mobile devices to carry out routine and adhoc work and provide real time information on collection route completion. The rollout is ongoing, and it is anticipated that all refuse collection crews will be undertaking their routine and ad hoc work using Confirm Connect by early May 2014. A support package has been developed for crews and supervisors going live, to ensure that any issues are addressed and resolved quickly. Early feedback from crews and supervisors remains positive and any teething problems have been minor.
- 3.18 Training for Neighbourhood office teams has been scheduled and the Customer Service teams will be able to log waste enquiries through Confirm On Demand from early May 2014.
- 3.19 The introduction of Confirm On Demand, with the associated increase in customer information and accuracy, is allowing polices and performance measures to be revised to provide a more customer focused service. For example, with accurate complaint information now available at a householder level, we are now able to identify householders who have made multiple complaints. We are therefore now better able to address the root cause of their complaints.
- 3.20 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.

## Measures of success

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- 4.1 Achievement of the Council's targets for increasing recycling and reducing landfill.

## Financial impact

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- 5.1 Although the landfill tonnage exceeds budget target, it is still a reduction of 3.4% compared to 2012/13 performance. Overspends on landfill costs have been mitigated by under spends in recycling.

## Risk, policy, compliance and governance impact

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- 6.1 The information contained in this report is a historic review of landfill and recycling performance for the financial year 2013/14. This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance. Further, there are no regulatory implications that require to be taken into account.

## Equalities impact

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- 7.1 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

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- 8.1 Increased recycling will help to divert waste from landfill and support the achievement of greenhouse gas reduction targets, and reductions in local environmental impact.

## Consultation and engagement

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- 9.1 A range of public engagement work is ongoing to promote recycling. This includes our compost giveaway events across the city to promote home composting of garden waste and a city wide campaign for food waste. The food waste campaign has recently included a direct mailing on how to use the service to all 210,000 householders who receive the service, and a range of events at local supermarkets engaging with 1,192 residents. There was also a continuous programme of door knocking to more than 70,000 households across the city. Sales of compostable liners in our libraries have doubled in quarter four of 2013/14, compared to quarter three 2013/14.
- 9.2 The engagement activity was supported by radio, press and bus advertisements, and in April a series of lamp post signs went up at high footfall locations in every neighbourhood.
- 9.3 Public consultation was held during the first quarter of 2013, using demographically representative focus groups, with residents from both low and high density housing areas. The research was commissioned to understand the general public awareness, perceptions and attitudes towards recycling communications. This research is helping to shape communications messages in future campaigns. A further questionnaire specifically on attitudes to food waste recycling and communications was carried out in November which helped to shape the recent recycling campaign and will inform future work.

## Background reading/external references

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N/A

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## Links

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<b>Coalition pledges</b>	<b>P44</b> – Prioritise keeping our streets clean and attractive <b>P49</b> – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill <b>P50</b> – Meet greenhouse gas targets, including national target of 42% by 2020
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<b>Council outcomes</b>	<p><b>CO17</b> – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti</p> <p><b>CO18</b> – Green – We reduce the local environmental impact of our consumption and production</p> <p><b>CO19</b> – 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>
<b>Single Outcome Agreement</b>	<b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric
<b>Appendices</b>	N/A

# Transport and Environment Committee

10am, Tuesday, 3 June 2014

## Cleanliness of the City

<b>Item number</b>	7.14
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	All

### Executive summary

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In March 2014, Keep Scotland Beautiful (KSB) undertook the latest Cleanliness Index Monitoring System (CIMS) independent assessment of Edinburgh's street cleanliness. The City of Edinburgh Council cleanliness targets for 2013/14 are a cleanliness index score of 72 and a minimum of 95% of streets surveyed as clean. The national standard of cleanliness target is a cleanliness index score of 67.

In this assessment, a cleanliness index score of 74 was achieved with 96% of streets surveyed achieving the nationally recognised standard of cleanliness. This was an improvement on both the last CIMS assessment in December 2013 and the March 2013 assessment which achieved results of 71 and 95% and 70 and 94% respectively.

Five out of six Neighbourhoods achieved a cleanliness score equal or greater to the city wide target of 72, an improvement from March 2013 where only one neighbourhood achieved this (Appendix 4).

### Links

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<b>Coalition pledges</b>	<a href="#">P44</a>
<b>Council outcomes</b>	<a href="#">CO7</a> , <a href="#">CO17</a> , <a href="#">CO19</a> , <a href="#">CO25</a> , <a href="#">CO26</a> , <a href="#">CO27</a>
<b>Single Outcome Agreement</b>	<a href="#">SO4</a>



## Cleanliness of the City

### Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee note the content of this report.

### Background

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- 2.1 CIMS are the method used by The City of Edinburgh Council to assess street cleanliness. KSB manages the CIMS scheme nationally and carries out four independent assessments each year. In March 2014, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness.
- 2.2 Each assessment is a snapshot of the cleanliness of the streets, with a 50-metre transect surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). An 'A' grade indicates no litter whatsoever, whereas a 'D' grade signifies major accumulations along the transect. Grade 'A' and 'B' represent an acceptable standard of cleanliness, while Grade '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 out 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.
- 2.3 The City of Edinburgh Council CIMS performance targets for 2013/14 are a citywide cleanliness index score of 72 and a minimum of 95% of streets meeting the acceptable standard of cleanliness.

## Main report

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3.1 The result of the March 2014 survey are summarised in Figure 1 below.

Neighbourhood	CIMS Score	% streets clean
West	78	100
South	78	94
South West	77	93
North	75	100
East	72	94
City Centre & Leith	66	94
<b>City wide</b>	<b>74</b>	<b>96</b>

*Figure 1: Summary of March 2014 CIMS street cleanliness results*

- 3.2 The overall results for this assessment are the best for any March assessment undertaken by KSB since the introduction of CIMS assessments in 2007. The Council achieved an above target score of 74, with 96% of streets surveyed achieving the nationally recognised standard of cleanliness (Figure 1).
- 3.3 This was an improvement on the March 2013 results, where a cleanliness index score of 70 was achieved with 94% of streets meeting the acceptable standard of cleanliness (Appendix 1 and 2). It was also an improvement on the previous CIMS assessment in December 2013 which resulted in an index score of 71 and 95% of streets clean.
- 3.4 Five out of six Neighbourhoods received a cleanliness score equal to or greater than the city wide target of 72 (Figure 1). The City Centre and Leith Neighbourhood, with a score of 66, missed the national cleanliness target by one point. A detailed breakdown of the CIMS score in this ward is detailed in section 3.11. Notwithstanding this, significant cleanliness improvements have been achieved compared to March 2013 when only one neighbourhood achieved a score of 72 (Appendix 3 and 4).
- 3.5 Alongside an improvement in overall cleanliness compared to March 2013, the number of unacceptable transects recorded has also improved. In March 2013, 6% of transects were noted as unacceptable (Grade 'C' or 'D'). This fell to 5% in this recent assessment.
- 3.6 Further details of the survey findings at a Ward level are detailed in sections 3.11 onwards and Appendix 5. In summary, of the 17 wards, only two did not

meet the national cleanliness target of 67 (Ward 7 Sighthill/Gorgie and Ward 11 City Centre). Nine wards achieved a CIMS score of 72 or greater, with the remaining six scoring between 69-71.

- 3.7 Eight wards achieved a result of 100% clean for acceptable standards of cleanliness. This is an excellent result and a significant improvement from March 2013 where only two wards were assessed as 100% clean (Appendix 5).
- 3.8 Incidences of dog fouling across the city were recorded at 5%, down from 8% in March 2013.
- 3.9 It should be noted that pedestrian derived litter constitutes the greatest source of litter in the city, with 76% of litter classed as originating from this source.

### **Confirm Environmental System**

- 3.10 The Confirm on Demand Environmental system went live on 24 March 2014 for Street Cleaning Operations. All enquiries, service requests and information requests are now being logged and progressed through the system. This will see real time service requests reaching frontline operatives, and in turn updates to service requests being available to our Contact Centre as the system is updated in the field. As part of the roll out of the Confirm on Demand, customers will also be able to, for the first time, request an automatic confirmation that their service request has been completed.

### **City Centre and Leith Neighbourhood, CIMS Score 66 - 94% Clean**

- 3.11 The City Centre and Leith Neighbourhood achieved a score of 66, one point below the national standard, with 94% of streets assessed as clean, a 2% increase in compared to December 2013 (Appendix 4). Ward 11 (City Centre) failed to achieve the acceptable standard of cleanliness score by four points, whilst Ward 12 (Leith Walk) and Ward 13 (Leith), both achieved scores above the national standard of cleanliness index score. Notably, 100% of streets surveyed were assessed as clean in Ward 12 (Leith Walk) during this survey. Overall a total of 93 transects were surveyed of which 6 failed to meet the acceptable standard of cleanliness.
- 3.12 Ward 11 (City Centre) received a score of 63 with 89% of transects noted as clean (Appendix 5). Five locations in this ward failed to meet the acceptable standard of cleanliness; Calton Road (cigarette litter); Antigua Street (fast food and cigarette litter); North Clyde Lane (spillages from trade waste bins); North Thistle Street Lane (spillages from trade waste bins); Coates Place (spillages from domestic recycling boxes). Ward 12 (Leith Walk) scored 69 with 100% of streets assessed as clean.

- 3.13 Ward 13 (Leith) scored 69 with 96% of streets assessed as clean. One location at Bath Road did not meet the acceptable standard of cleanliness due to accumulations of fast food packaging waste near to a food retailer.
- 3.14 On Friday 7 March 2014, volunteers at the Fleshmarket Close Day of Action were cleaning street furniture; removing stickers, fly-posting and graffiti, litter picking and conducting joint patrols between Police and Community Safety Officers in the Fleshmarket Close and nearby areas.
- 3.15 Community Safety officers also accompanied Community Fire Fighters giving essential advice to residents on fire safety and stair security. All the partners encouraged the business community to get involved on the day. This was a joint initiative led by the City Centre & Leith Neighbourhood Office.
- 3.16 To mitigate against the impact of trade waste on city centre streets, a new approach to manage trade waste better is being trialled in three pilot areas (Rose Street and surrounding lanes, Leith Walk and the High Street), with business waste only permitted on street at certain times. In Rose Street and surrounding lanes, the number of bins stored on public space has fallen from 390 to under 100. The majority of the remaining bins are for food or glass which can be more problematic for some businesses to store within the premises. Continued on-street storage of these bins is permitted in the interim while businesses work towards full compliance. Enforcement is being carried out to ensure that businesses take responsibility for their waste. Since 20 January 2014, 86 Fixed Penalty Notices (FPNs) have been issued. Additional resources in the area have resulted in a further 48 FPNs being issued for general littering offences. Leith Walk and the High Street are still in the initial implementation phase, albeit the numbers of bins permanently stored on street have already fallen and anecdotal evidence suggests these streets are already appearing cleaner.
- 3.17 By engaging with the local community via the Clean Leith Forum, as well as using customer contact records and local staff knowledge, the Cleaner Leith Project team has sought to identify the problem areas to be prioritised. A number of actions looking to have long-term impact are being taken forward, with the opportunity to trial new ideas and improve partnership working with internal colleagues and external partners. Meantime, the audit of all Leith streets is ongoing with a number of issues such as fly-tipping, abandoned bikes, graffiti and fly-posting being recorded and dealt with.

### **North Neighbourhood, CIMS Score 75 – 100% clean**

- 3.18 The North Neighbourhood received an overall score of 75 (Figure 1). Ward 4 (Forth) achieved a CIMS score of 71 and Ward 5 (Inverleith) achieved a score of 79 (Appendix 5). The percentage clean result of 100% was achieved for these two wards with no 'C' or 'D' grades found. Both Ward 4 (Forth) and Ward 5

(Inverleith) exceeded the national standard of cleanliness score of 67 (Appendix 5).

- 3.19 The data shows 13% of streets surveyed in Ward 4 (Forth) and 29% of streets in Ward 5 (Inverleith) achieved an 'A' grade.
- 3.20 Smoking-related litter accounted for most of the litter found in Ward 4 (Forth). The Environmental Wardens will review the data to concentrate efforts in the areas where smoking-related litter has been problematic.

### **East Neighbourhood, CIMS Score 72 – 94% clean**

- 3.21 The East Neighbourhood received a score of 72 with 94% of transects noted as meeting the acceptable standard of cleanliness. This result is one point lower than the December 2013 result (Appendix 4). A total of 52 transects were surveyed in this assessment.
- 3.22 Ward 14 (Craigentinny/Duddingston) had an overall cleanliness index score of 69, which is a 2 point decrease from the previous result. 92% of the streets met the acceptable standard (Appendix 5). Of the 24 transects assessed two were graded as unacceptable, one Grade 'C' and one Grade 'D'. The Grade 'C' was noted in Clockmill Lane for a mix of litter types but predominately deep leaf litter. The mechanical sweeper cannot access the lane due to parked cars, therefore it is deep cleansed when a Traffic Regulation Order is put in place closing the road and restricting parking. This was already scheduled for the week after the CIMS assessment to enable a range of work to be undertaken and the area has now been brought back up to standard. The Grade 'D' was recorded in Piershill Grove and related to fly-tipping. Fly-tipping is a persistent issue across the Neighbourhood and the team will be looking to work with the Environment Service Support Unit (SSU) to look at ways to address this.
- 3.23 Ward 17 (Portobello and Craigmillar) received a score of 74 with 96% of streets meeting an acceptable standard. A total of 28 transects were surveyed, with one 'C' grade noted (Adelphi Place) for cigarettes and detritus. Team Leaders will be reminding operatives of the need to sweep as well as litter pick.
- 3.24 The team are working with Environmental Wardens and colleagues from the new Environment SSU on a Clean-up Lochend/Restarig campaign to focus on litter issues in this area (Ward 14). There is a persistent problem with high levels of residual waste, poor recycling rates and wrongly presented waste, all of which has an impact on street litter. Recycling Advisory Officers have spoken to residents about how to recycle more and ten sites have been identified where additional on-street recycling banks could be placed. The Environmental Wardens have been targeting the area and in Ward 14 (Lochend/Restarig, over the past three months, have issued the following fines; 15 for dog fouling, 12 for domestic waste, 4 for trade waste and 3 for littering.

### **South West Neighbourhood, CIMS Score 77 – 93% clean**

- 3.25 The South West Neighbourhood exceeded the city wide Council target of 72 in this assessment. The percentage of streets clean target was not met with 93% of streets meeting the acceptable standard of cleanliness (Appendix 4). A total of 105 transects were surveyed during this assessment. It shows an improvement on seasonal cleanliness standards from the assessment undertaken in December 2013.
- 3.26 Three wards exceeded the national cleanliness index target of 67. Two out of four wards achieved the 72 target or above with three wards achieving or exceeding the percentage of streets clean target of 95%. One ward achieved a 100% clean result (Appendix 5).
- 3.27 Out of the 105 transects surveyed, seven 'C' grades were noted, which is higher than recent surveys. These grades related mainly to domestic waste spillage and smoking litter. The domestic waste litter may have been caused by high winds blowing recycling material from on-street residential recycling boxes on the survey day, but the unavailability of mechanical street cleaning (MSC) vehicles on two of the survey days contributed to the poor result. Only one transect noted a small presence of dog fouling. This illustrates continued effort being made by Environmental Wardens and Task Force Street Cleaning staff to target this issue.
- 3.28 The overall cleanliness index result of 77 is due to the higher number of 'A' Grades noted in this assessment (34). A total of 32% of transects surveyed in this assessment were awarded 'A' grade.
- 3.29 Ward 7 (Sighthill/Gorgie) achieved a score of 64 with only 81% of transects surveyed noted as clean (Appendix 5). This result was disappointing as a street cleaning initiative had been organised in this ward recently, with staff prioritising hot spots throughout to remove litter and fly tipping accumulations quickly. The temporary unavailability of MSC vehicles due maintenance and the high winds on survey days exacerbated the issues. The procurement of new litter bins incorporating ashtrays instead of stub plates should improve the reduction in cigarette litter in this ward.
- 3.30 The Neighbourhood Task Force also removed graffiti from the Sighthill area and are working with Waste Service to prevent the escape of wind blown litter from the local Community Recycling Centre. The South West team will be planning a variety of clean up events in the Neighbourhood throughout 2014.

### **South Neighbourhood, CIMS Score 78 – 94% clean**

- 3.31 The South Neighbourhood achieved a very impressive cleanliness index score of 78 and a 94% clean result. The previous percentage clean result for the South in December 2013 was 92% with an overall cleanliness index result of 68 (Appendix 4).
- 3.32 All three Wards have improved on their previous score. Ward 10 (Morningside) achieved a result of 79 (up ten cleanliness index points from December 2013), Ward 15 (Southside/Newington) achieved a result of 69 (up two cleanliness index points from December 2013) and Ward 16 (Liberton/Gilmerton) received a score 84, a sixteen point increase from June 2013 (Appendix 5).
- 3.33 Wards 10 (Morningside) and 16 (Liberton/Gilmerton) exceeded the targets set by Services for Communities relating to percentage clean and cleanliness index with one ward (Ward 15 Southside/Newington) below target, although the Cleanliness Index increased.
- 3.34 The South Task Force focused on achieving and maintaining an acceptable standard of cleanliness throughout the Neighbourhood. An emphasis was placed on monitoring and concentrating efforts to achieve grade 'B' or above. During this survey, a larger number of 'A' grades (26) were noted from the random sample of streets. This has resulted in the higher overall cleanliness index result.
- 3.35 The South continue to operate a 'blitz' clean to areas. This type of cleaning proves to be efficient, as it uses both mechanical and manual sweeping with all resources focusing on a particular area. This includes litter picking of open space areas, street sweeping (manually and mechanically), weed treatment and scraping and removing fly tipping where noted. Future focuses for the Neighbourhood include Ward 15 (Southside/Newington), where the heavy footfall in this particular area provides an additional challenge in maintaining the acceptable standard of cleanliness in these streets.

### **West Neighbourhood, CIMS Score 78 – 100% clean**

- 3.36 The West Neighbourhood area has achieved an excellent CIMS result of 78 returning a 100% clean sample from all 92 streets inspected (Appendix 4).
- 3.37 Individual ward CIMS scores were: Ward 1 (Almond) – 80, Ward 3 (Drum Brae/Gyle) – 73 and Ward 6 (Corstorphine/Murrayfield) – 79.
- 3.38 During February and March 2014 the Street Cleaning service has been working in partnership to deliver a number of initiatives with the West Neighbourhood Environmental Warden team. Environmental Wardens have managed and delivered a number of joint working projects with Police Scotland and the Council's CCTV service to improve detection rates for dog fouling offences and littering adjacent to fast food outlets. Targeted operations have been successful in increasing the visible presence of the Environmental Warden service in the

area and has resulted in the issue of a number of FPNs at critical known problem areas.

- 3.39 Operationally, local teams have managed two recent rugby clean up events in the Murrayfield area and have also provided priority winter maintenance footpath treatment (pre-grits) on over ten occasions in the Corstorphine and Clermiston areas. Since the start of 2014, street cleaning teams have been preparing for the introduction of Confirm, the new asset management and operational control system. The street cleaning and open space management element of the system commenced on 24 March 2014 and, so far, operational and customer contact benefits are apparent. Over the months ahead, local teams will continue to deliver focused, customer-driven services to achieve the highest possible cleanliness results with the resources available.
- 3.40 Planned operations in the area include further partnership working with Police Scotland, Scottish Fire and Rescue Service and other Council services to address fire safety issues, problems with fly tipping and deliver an education programme with the pupils from the Royal High School and Queensferry High School.

## Measures of success

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- 4.1 A cleanliness index score of 72 and 95% of streets meeting the acceptable standard of cleanliness an 'A' or 'B' grade).

## Financial impact

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- 5.1 There is no financial impact from this report.

## Risk, policy, compliance and governance impact

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- 6.1 There is no risk, policy, compliance or governance impact from this report.

## Equalities impact

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- 7.1 The achievement of high cleanliness standards throughout the city fosters good relationships between the Council and residents through the provision of high quality services. It can also lead to safer routes free from potential obstructions and trip hazards for all pedestrians, particular those with visual impairments.



## Sustainability impact

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- 8.1 The CIMS assessments provide regular robust and independent assessments of how well Edinburgh is performing in keeping its streets and open spaces clean and litter free.

## Consultation and engagement

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- 9.1 None.

## Background reading/external references

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[www.keepsotlandbeautiful.org](http://www.keepsotlandbeautiful.org)

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## Links

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<b>Coalition pledges</b>	P44 - Prioritise keeping our streets clean and attractive.
<b>Council outcomes</b>	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.

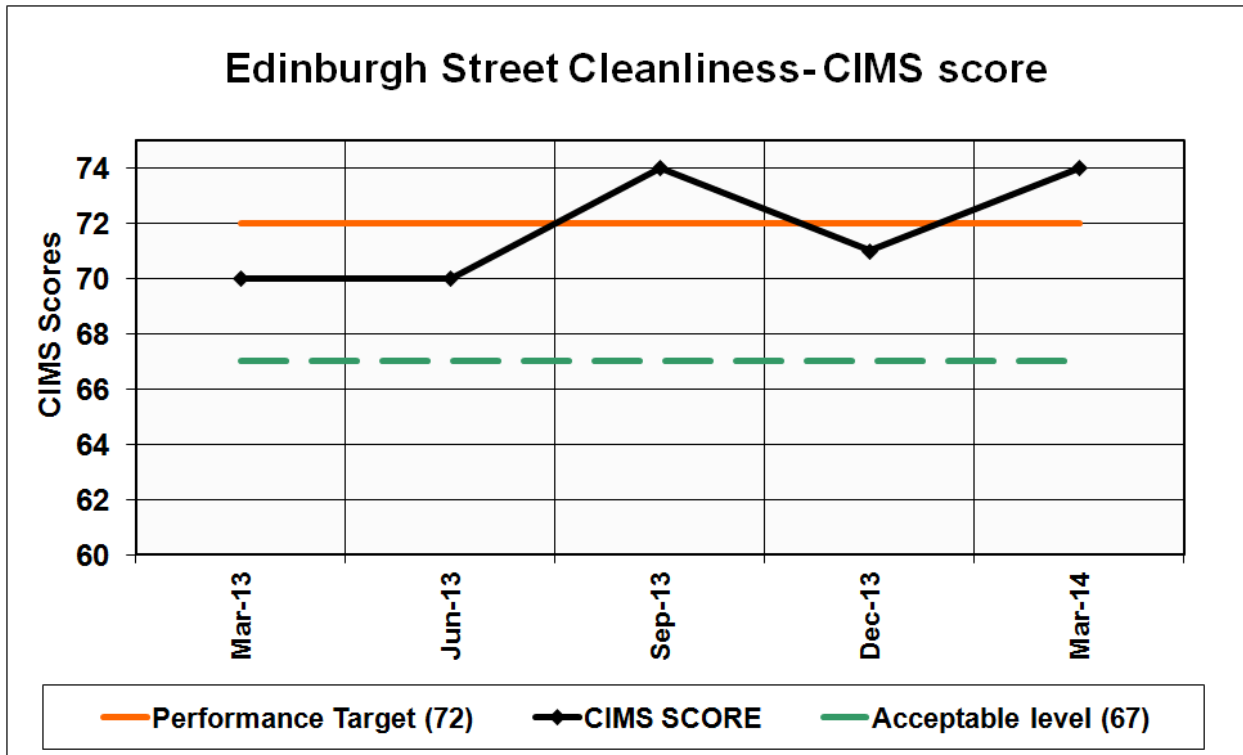
**Single Outcome Agreement** SO4 - Edinburgh's communities are safer and have improved physical and social fabric.

**Appendices**

- Appendix 1 - Edinburgh Street Cleanliness CIMS score  
March 13 – March 14.
- Appendix 2 - Percentage of Streets Clean Score  
March 13 - March 14.
- Appendix 3 - Cleanliness by Neighbourhood Area  
March 13 - March 14.
- Appendix 4 - Cleanliness by Neighbourhood Area  
March 13 – March 14.
- Appendix 5 - Cleanliness by Ward  
March 13 – March 14.

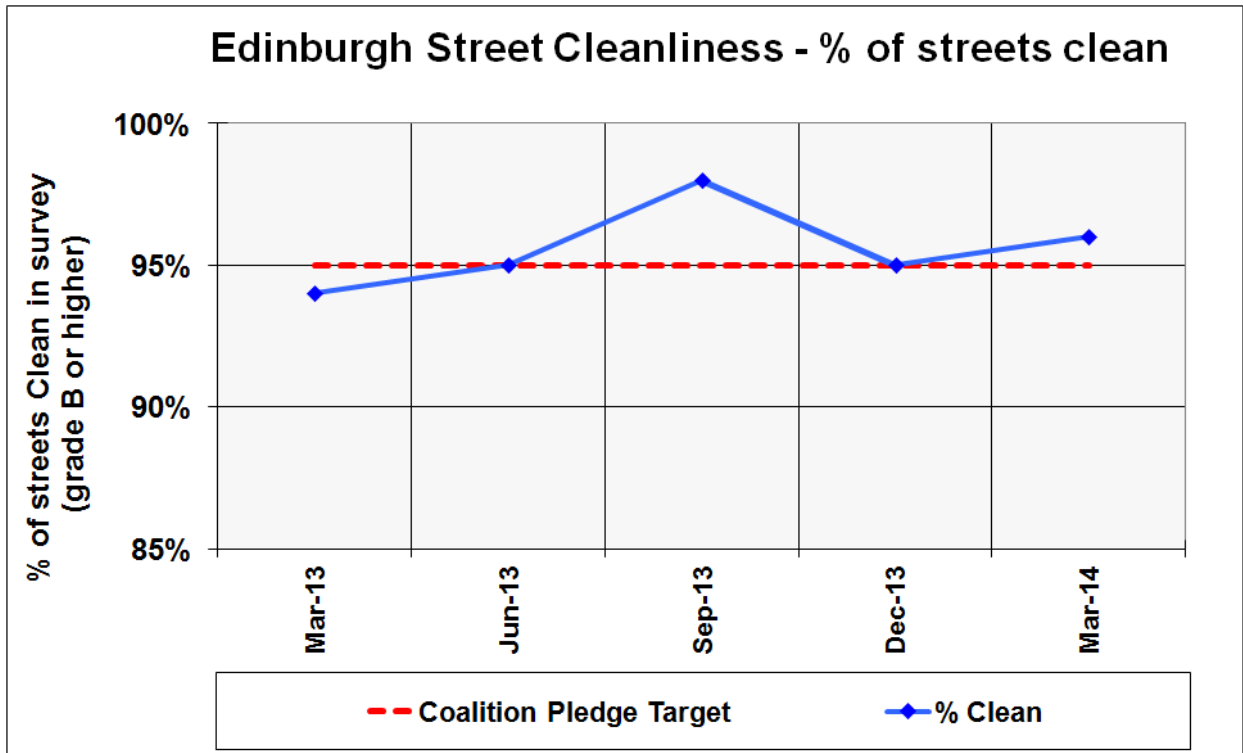
Appendix 1

Edinburgh Street Cleanliness – CIMS Score (March 13 – March 14)



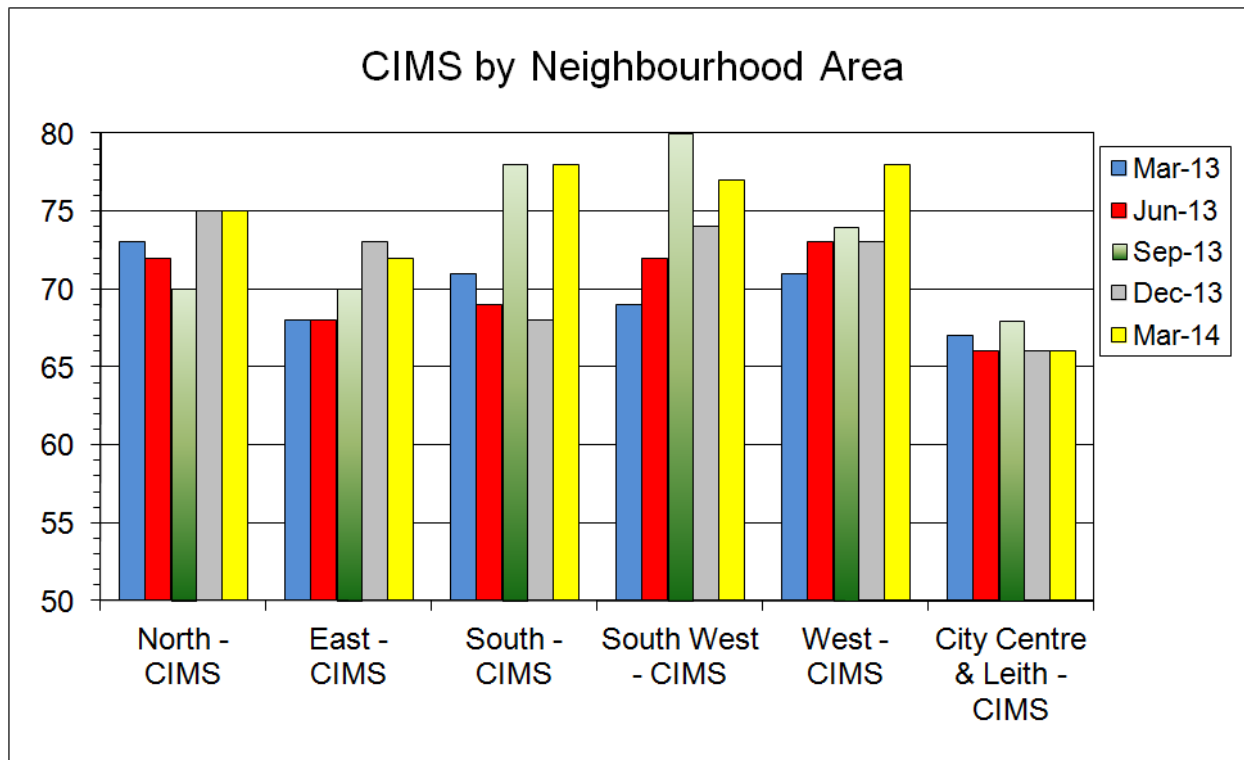
Appendix 2

Edinburgh Street Cleanliness – % clean score (March 13 – March 14)



### Appendix 3

#### Cleanliness by Neighbourhood – CIMS (March 13 – March 14)



## Appendix 4

### Cleanliness by Neighbourhood – CIMS (March 13 – March 14)

	Mar-13	Mar-13	Jun-13	Jun-13	Sep-13	Sep-13	Dec-13	Dec-13	Mar-14	Mar-14	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
Area	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
North	73	97%	72	94%	70	94%	75	98%	75	100%	→	↑	↑	↑	Y
East	68	96%	68	89%	70	95%	73	98%	72	94%	↓	↓	↑	↓	N
South	71	94%	69	98%	78	100%	68	92%	78	94%	↑	↑	↑	→	N
South West	69	96%	72	95%	80	98%	74	97%	77	93%	↑	↓	↑	↓	N
West	71	92%	73	98%	74	99%	73	96%	78	100%	↑	↑	↑	↑	Y
City Centre	67	91%	66	92%	68	94%	66	92%	66	94%	→	↑	↓	↑	N
<b>CITYWIDE</b>	<b>70</b>	<b>94%</b>	<b>70</b>	<b>95%</b>	<b>74</b>	<b>98%</b>	<b>71</b>	<b>95%</b>	<b>74</b>	<b>96%</b>	<b>↑</b>	<b>↑</b>	<b>↑</b>	<b>↑</b>	<b>Y</b>

## Appendix 5

### Cleanliness by Ward (March 13 – March 14)

	Area	Mar-13	Mar-13	Jun-13	Jun-13	Sep-13	Sep-13	Dec-13	Dec-13	Mar-14	Mar-14	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
Ward		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
1. Almond	W	71	90%	75	96%	77	100%	74	94%	80	100%	↑	↑	↑	↑	Y
2. Pentland Hills	SW	68	93%	74	94%	76	97%	73	97%	87	97%	↑	→	↑	↑	Y
3. Drum Brae / Gyle	W	69	95%	72	100%	73	96%	71	100%	73	100%	↑	→	↑	↑	Y
4. Forth	N	71	96%	68	90%	68	96%	79	100%	71	100%	↓	→	→	↑	Y
5. Inverleith	N	75	97%	75	97%	72	92%	73	97%	79	100%	↑	↑	↑	↑	Y
6. Corstorphine / Murrayfield	W	71	94%	71	100%	71	100%	71	96%	79	100%	↑	↑	↑	↑	Y
7. Sighthill / Gorgie	SW	66	96%	66	92%	70	96%	72	100%	64	81%	↓	↓	↓	↓	N
8. Colinton / Fairmilehead	SW	74	100%	74	100%	91	100%	83	100%	83	100%	→	→	↑	→	Y
9. Fountainbridge / Craiglockhart	SW	69	96%	75	95%	86	100%	69	91%	71	96%	↑	↑	↑	→	Y
10. Meadows/ Morningside	S	68	93%	68	96%	81	100%	69	93%	79	96%	↑	↑	↑	↑	Y
11. City Centre	CC	67	95%	66	93%	70	93%	64	90%	63	89%	↓	↓	↓	↓	N
12. Leith Walk	CC	65	85%	68	95%	68	95%	68	95%	69	100%	↑	↑	↑	↑	Y
13. Leith	CC	67	89%	65	88%	67	96%	67	92%	69	96%	↑	↑	↑	↑	Y
14. Craigtinny / Duddingston	E	65	89%	62	78%	69	93%	71	96%	69	92%	↓	↓	↑	↑	N
15. Southside / Newington	S	71	93%	68	96%	76	100%	67	90%	69	86%	↑	↓	↓	↓	N
16. Liberton / Gilmerton	S	73	97%	72	100%	78	100%	68	94%	84	100%	↑	↑	↑	↑	Y
17. Portobello / Craigmillar	E	71	100%	75	100%	70	96%	74	100%	74	96%	→	↓	↑	↓	Y
<b>Overall</b>		<b>70</b>	<b>94%</b>	<b>70</b>	<b>95%</b>	<b>74</b>	<b>98%</b>	<b>71</b>	<b>95%</b>	<b>74</b>	<b>96%</b>	<b>↑</b>	<b>↑</b>	<b>↑</b>	<b>↑</b>	

# Transport and Environment Committee

10am Tuesday 3 June 2014

## Scottish Environment Protection Agency Consultation - Scotland river basin district

Item number 7.15  
Report number  
Executive/routine  
Wards All

### Executive summary

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The Scottish Environment Protection Agency (SEPA) is required to prepare a second river basin management plan by the end of 2015. This consultation provides the Council with the opportunity to contribute to the development of new approaches to address the significant water management challenges in the Scotland river basin district. These challenges are:

- rural diffuse pollution;
- impacts on the physical condition of the water environment;
- toxic substances and urban diffuse pollution: and
- water pollution caused by land contamination.

The Committee is invited to approve the Council's response to the consultation.

### Links

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Coalition pledges

Council outcomes [CO18](#),  
[CO19](#)

Single Outcome Agreement [SO4](#)

## Scottish Environment Protection Agency Consultation- Current condition and challenges for the future: Scotland river basin district

### Recommendations

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- 1.1 It is recommended that Committee approves Appendix 1 as the Council's response to the consultation on the Scotland river basin district.

### Background

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#### River Basin Management Planning

- 2.1 In 2000, European legislation introduced the Water Framework Directive (WFD). The WFD aims to improve the condition and integrate the management of the water environment across Europe. The Water Environment and Water Services Act (Scotland) 2003 translated the WFD into Scottish legislation.
- 2.2 The key aim of the WFD is for all river, lochs, estuaries, coastal waters and ground waters to be of good ecological and chemical quality by 2015. However, where this is disproportionately expensive, the WFD does allow the setting of a later deadline of 2021 or 2027.
- 2.3 To fulfil this aim, SEPA has developed and implemented a river basin planning process which is supported by the production of a management plan for each river basin district. The City of Edinburgh Council area forms part of the Scotland River Basin Management Plan (SRBMP). In order to facilitate the implementation of the SRBMP, a series of eight (regional) Area Management Plans (AMPs) have been produced which expand on and contribute to the SRBMP. One of these AMPs covers the area of the Firth of Forth river basin.
- 2.4 The river basin planning process is used to prioritise and coordinate efforts to protect and improve Scotland's water environment. Scotland's first plan was

Scottish Environment Protection Agency Consultation - Scotland river basin district

Transport and Environment Committee June 2014 –V1.5



published in 2009. The plan is now at formal review stage and SEPA is in the process of developing and seeking views on a second river basin management plan (RBMP). This consultation includes:

- a description of the current condition of the water environment and the protected areas in the Scotland river basin district;
- an assessment of progress towards achieving the targets set for 2015; and
- identification of the significant water management challenges needed to be addressed in order to meet the objectives of the second and third cycles of river basin management plans.

2.5 The Council accepts the description of the condition of the water environment and the assessment of progress towards achieving the 2015 targets. This report, therefore, focuses on the third bullet point dealing with options for the specific water management challenges the plan will need to address and the Council responses to the suggested options.

## **Main report**

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### **Current condition and challenges for the future: Scotland river basin district**

- 3.1 The Consultation takes the form of a series of question relating to the options proposed to deal with the challenges. Answers to these are given in the proposed Council response at Appendix 1. Comments are to be returned to SEPA by 22 June 2014.
- 3.2 SEPA recognises that, in order to deal with these challenges, a step change in its approach and that of the relevant responsible authorities, of which local authorities are one, will be required. Detailed below are the four areas where significant water challenges have been identified and some of the key points of the Council's response to the options proposed to deal with them.

### **Rural diffuse pollution**

- 3.3 Rural diffuse pollution, such as fertiliser run off is seen as a major challenge to the water environment. The options proposed are supported. One option for dealing with this challenge is to target funds at measures such as creating woodland or wetland to act as interception buffers. The Edinburgh and Lothian Woodland Strategy 2012-17, to which the Council is signed up to, will assist in supporting these measures.

## **Changes to the physical condition of the water environment**

- 3.4 The options proposed for improving the physical condition of the water environment are supported. Through the planning process the Council will continue to oppose further culverting across the city and the removal of existing culverts will be sought where possible.
- 3.5 The options to engage more with partners, to identify and secure ways to deal with physical barriers, is welcomed. This is particularly relevant to the historic environment as some of the barriers in rivers have considerable historic and cultural value to local communities and may have formal protection. Their views on how best to deal with these physical barriers need to be given careful consideration.
- 3.6 A more integrated approach to working with responsible authorities is also proposed. A good example of how the Council has already achieved this is work with SEPA on local development plan policy. The policy states that development will only be permitted where there will be no significant adverse effect on water quality. The Edinburgh Local Biodiversity Action Plan is also an example of where an integrated approach has resulted in positive action on the local water environment, such as dealing with invasive non-native species (INNS).

## **Toxic substances and urban diffuse pollution**

- 3.7 The options proposed to address toxic substances and urban diffuse pollution are supported. Various toxic substances are identified in the consultation document as needing to be addressed in the plan. One of the options proposed for dealing with these pollutants is the retrofitting of sustainable urban drainage schemes. Whilst the benefits of this approach can be seen, this will present a challenge in some urban areas due to pressure on land availability. It is also suggested that SEPA gives consideration as to how such retrofit schemes will be funded.
- 3.8 The proposal to use green networks as a way of dealing with diffuse pollution is welcomed. The Council is a signatory to the Central Scotland Green Network declaration and is working in partnership with other local authorities and SEPA to support and deliver a range of projects.

- 3.9 Engagement and, where appropriate, enforcement in relation to land owners and acceptance of responsibility for diffuse pollution and non-native invasive species (INNS) would be a priority. The development of the INNS strategy is welcomed as a way of preventing damage to the physical environment. As a responsible authority, the Council continues to work on its land to tackle INNS and ensure that any INNS on a development site are dealt with appropriately through conditions.

### **Water pollution caused by land contamination**

- 3.10 The Council supports the options for dealing with contaminated land. As a planning authority, the Council will continue to work with SEPA in an integrated way over the identification, treatment and redevelopment of contaminated land.

### **Management challenges**

- 3.11 Overall, the assessments of the management challenges described in the report are relevant and appropriate. However, it would also be beneficial if more explicit information is made available on the practices that will help river management adapt to the specific challenges of climate change. It is noted that there is research work linked to climate change in the Solway Tweed consultation which SEPA is currently undertaking. It would be beneficial if the links to climate change, identified in the Solway Tweed consultation, were developed for the Scottish river basin district.

### **Continued support for SEPA's work on the second river basin management plan**

- 3.12 The Council will continue to take an active role in the Area Advisory group meetings for the Forth catchment area. Matters such as the historic environment and physical challenges of urban water courses can be further considered at these meetings.
- 3.13 The Council is committed to working with the local communities in Leith, including those with an interest in the Water of Leith and its river basin. The Council has prepared a Waterfront & Leith Area Development Framework (2011) which promotes the preparation of a management plan to guide the future development of central Leith, principally to consolidate its urban form, animate waterspace and enhance amenity and sustainability.

## Measures of success

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- 4.1 The Council's views are taken into account in the preparation of the second Scottish River Basin Management Plan.

## Financial impact

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- 5.1 This report is in direct response to a SEPA consultation and there are no financial implications arising directly from it.

## Risk, policy, compliance and governance impact

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- 6.1 The SEPA proposals will not impact directly on Council projects but will provide an ongoing context for future programme delivery.

## Equalities impact

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- 7.1 SEPA will carry out equalities assessments of the documents.

## Sustainability impact

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- 8.1 The proposals in this report will help achieve a sustainable Edinburgh because the overarching objective of river basin management planning is to ensure the long-term sustainable management of Scotland's water environment. River Basin Management Planning will contribute to a well adapted Edinburgh, more resilient to a changing local climate.
- 8.2 Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

## Consultation and engagement

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- 9.1 The Council's response has been prepared following engagement with relevant Council services. There is no requirement for public consultation or external engagement on the content of this report. Other organisations or individuals wishing to comment can do so directly to SEPA.

## Background reading / external references

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The SEPA website is the main source of background information for this consultation. A link to the consultation document is listed below, along with other relevant background reading:

[Current condition and challenges for the future: Scotland river basin district](#)

[Edinburgh Biodiversity Action Plan 2010-15](#)

[local and strategic development plans](#)

[Edinburgh and Lothians Forestry and Woodlands Strategy 2012-17](#)

## **Mark Turley**

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## **Links**

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### **Coalition pledges**

**Council outcomes** CO18 – Green – We reduce the local environmental impact of our consumption and production  
CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards 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 – Consultation response form

## **Appendix 1**

### **Current condition and challenges for the future: Scotland river basin district**

#### **List of consultation questions and responses**

##### **1A. What are your views on the options suggested for meeting the challenge posed by rural diffuse pollution?**

The Council welcomes the approach to the suggestions to mitigate rural diffuse pollution. Education and funding support will be the key drivers in influencing and changing current land practise approaches. The suggestion of targeting funding to address specific problem sites, using measures such as creating woodland or wetland buffers to intercept pollutants, might also provide other benefits such as mitigating flood risks and enhancing habitat for biodiversity gains.

The Edinburgh and Lothians Forestry and Woodlands Strategy 2012-17 also supports this approach through the policy to protect and enhance the water environment. The objective of the policy is to ensure that opportunities to improve water quality through woodland planting and restructuring are reflected in the next cycle of River Basin Management Planning 2015 -2020, securing where possible multiple environmental and social benefits.

##### **1B. Do you have other suggestions for how to address rural diffuse pollution?**

The plan should make explicit reference to the likelihood that increased, more intensive winter rainfall in the future will wash more fertiliser out of soil and into rivers and, in turn, artificially nourish plants, including toxic algae etc. Conversely, the plan should highlight that the increased likelihood of summer droughts, in the future, will lead to increased run-off during wet weather events in summer. Work is also required to ensure that any changes to the Scottish Rural Development Programme support measures to address rural diffuse pollution.

##### **2A. What are your views on the options suggested for meeting the challenge posed by changes to the physical condition of the water environment?**

The options proposed for improving the physical condition of the water environment are supported. Through the planning process, the Council will continue to oppose further culverting across the city and the removal of existing culverts will be sought where possible.

Generally the measures proposed fit well with the approaches being taken to deliver catchment scale, multiple-benefit partnership projects. However, funding remains a barrier to delivering these types of projects on a large scale. They are also very time-consuming to develop and deliver. Therefore, support and funding for physical watercourse improvements at a local scale should continue to be available through existing funding schemes and the Council would support any expansion of such schemes.

The expansion of engagement work is welcomed, in particular where this relates to the historic environment. Some of the physical barriers in the rivers have considerable historic and cultural value to local communities and may have formal protection. Local views on how best to deal with these barriers need to be given careful consideration.

The Council welcomes the need for partnering initiatives to actively encourage and enforce improvements to the physical condition of the rivers. Good examples of this include working with SEPA to develop local development plan policy, which states that development will only be permitted where there will be no significant adverse effect on water quality. The Edinburgh Local Biodiversity Action Plan is also an example of where an integrated approach has resulted in positive action on the local water environment, such as dealing with invasive non-native species (INNS).

The Council welcomes the further development of this integrated approach to working to ensure co-ordination and integration of the River Basin Management Plan with other strategic plans and policies, in order to better protect the water environment and promote its sustainable use. The Flood Risk Management (Scotland) Act 2009 underpins the need for partnership working in providing flood risk management approaches to watercourses on a district basis. During the formation of the Local Flood Risk Management Plan, it is hoped that the principles of the River Basin District objectives can be interlinked with the proposed measures.

**2B. Do you have other suggestions for how to address changes to physical condition?**

Increasing capacity and knowledge within responsible authorities and public bodies should be part of this work. The Council will continue to work in partnership with SEPA to identify and develop training for staff of both organisations in relation to RBMP.

**3A. What are your views on the options proposed for Brominated diphenylethers?**

The option of retrofitting sustainable urban drainage schemes (SUDs) has been suggested as a way of dealing with pollutants. However this could be a challenge in some urban areas due to pressure on land availability. Consideration should also be given as to how such retrofit schemes will be funded.

**3B. What are your views on the options proposed for Mercury and Cadmium?**

As above

**3C. What are your views on the options proposed for Polyaromatic hydrocarbons?**

As above

**3D. What are your views on the options proposed for Nonylphenol?**

As above

**3E. What are your views on the options proposed for Diethyl Hexyl Phthalate?**

As above

**3F. Do you have other suggestions for options for toxic substances?**

No further comment is suggested on toxic substances.

**4. Do you have suggestions on how to address the wider challenges of urban diffuse pollution?**

SEPA should work closely with Scottish Water on its revised 'Sewers for Scotland' document as this will define how new SUDs schemes are specified. The consultation document does not make any specific reference as to how SEPA will work with Scottish Water on issues relating to SUDs. Acknowledgment within the document of how these organisations work closely together would help provide this clarification.

Street trees are a method to reducing this pollution. It would be useful for planning authorities to have a summary of the latest research to help them understand the diffuse pollution impact on the water environment and the effect of increasing the number of street trees in new areas of development.

It is suggested that petrol interceptors within drainage systems could be easily incorporated in SUDs at the point of discharge.

The proposal to use green networks as a way of dealing with diffuse pollution is welcomed. The Council is a signatory to the Central Scotland Green Network declaration and is working in partnership with other local authorities and SEPA to support and deliver a range of projects.



Engagement and, where appropriate, enforcement in relation to land owners and acceptance of responsibility for diffuse pollution and non-native invasive species (INNS) should be a priority. The development of the INNS strategy is welcomed as a way of preventing damage to the physical environment. As a responsible authority, the Council continues to work on its land to tackle INNS and, when giving consents such as planning permission, ensuring that any INNS on site are dealt with appropriately through conditions.

**5A. What are your views on the possible options suggested for meeting the challenge posed by contaminated land on the water environment?**

The Council supports the options for dealing with contaminated land. As a planning authority, the Council will continue to work with SEPA in an integrated way over the identification, treatment and redevelopment of contaminated land.

**5B. Do you have other suggestions for how to address water pollution from land contamination?**

The register of contaminated sites could be a useful tool for this area of work. Some sites are obvious such as old gas works and petrol stations, but there will be others e.g. tanneries and foundries. A desk top exercise could identify most of these. There is extensive guidance on dealing with contaminated sites. As stated in the consultation, re-development is one way that these sites will be remediated, but it could take a long time before all sites are dealt with in this way. Consideration of incentives (from Central Government) to developing contaminated land, in appropriate ways, could be explored.

**6. Do you agree with our assessment of the management challenges described in this report?**

Overall we are satisfied that the assessment of the management challenges described in the report is appropriate. However, it would also be beneficial if more explicit information is made available on the practices which will help river management adapt to the specific challenges of a changing climate. It is noted that there is research work linked to climate change in the Solway Tweed which SEPA is currently undertaking. It would be beneficial if similar links to climate change identified in the Solway Tweed consultation were developed for the Scottish river basin district.

**7. Are there any other areas you can contribute to for second plan development that you would like to discuss further?**

**Historic Environment**

The options, as presented, do not take into account fully the historic environment which forms a key component of the landscape of our nation's waterways. It is recommend

Scottish Environment Protection Agency Consultation - Scotland river basin district

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that further consideration is given to the integration of policies which will seek to protect both designated and non-designated historic environment assets. There needs to be recognition of the wide range of positive benefits that the protection and enjoyment of the historic environment can bring. It is further recommended that SEPA works with Association of Local Government Archaeological Officers (ALGAO) Scotland, Historic Scotland and others within the historic environment sector to develop both heritage policies and the development of conservation measures and retrofit solutions which will help ensure natural environment targets are met but not at the expense of the historic environment

### **Water of Leith**

The Council is committed to working with the local communities in Leith, including those with an interest in the Water of Leith and its river basin. The Council has prepared a Waterfront & Leith Area Development Framework (2011) which promotes the preparation of a management plan to guide the future development of central Leith, principally to consolidate its urban form, animate waterspace and enhance amenity and sustainability. The Council has recently participated in the Leith Conference, organised by the Leith Trust, and has undertaken to work with the Trust to help realise its ambitions, and in this regard will undertake a review of projects, proposals and priorities of the Waterfront & Leith Area Development Framework in due course.

The Council is committed to continuing its work with the Water of Leith Conservation Trust to enhance and improve the Water of Leith, through delivery of the Water of Leith Management Plan 2010-20.

### **Urban watercourses**

There is little discussion of pressures from land use change or development pressures on watercourses in urban areas.

Further discussion of these issues can take place through the Area Advisory group meetings.

# Transport and Environment

10am, Tuesday, 3 June 2014

## Declaration of Cammo Estate as a Local Nature Reserve

Item number	7.16
Report number	
Executive/routine	
Wards	Almond

### Executive summary

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This report outlines the Council's legislative power to declare Local Nature Reserves and seeks the Committee's approval to consult on the declaration of Cammo Estate as a Local Nature Reserve.

A Local Nature Reserve (LNR) is an area of land declared under Section 21 of the National Parks and Access to the Countryside Act 1949, by a local authority, because of its special nature interest and/or educational value.

### Links

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Coalition pledges [P48](#)

Council outcomes [CO19](#)

Single Outcome Agreement [SO2](#), [SO4](#)

## Declaration of Cammo Estate as a Local Nature Reserve

### Recommendations

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- 1.1 It is recommended that Committee approves the proposal to consult on the declaration of Cammo Estate as a Local Nature Reserve under the provisions of the National Parks and Access to the Countryside Act 1949.

### Background

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- 2.1 Local authorities possess statutory powers to set up and manage Local Nature Reserves (LNRs), under Section 21 of the National Parks and Access to the Countryside Act 1949.
- 2.2 The selection and designation of new LNRs accords with the Scottish Biodiversity Duty Section of the Edinburgh Biodiversity Action Plan (EBAP). This contains an action to 'Continue a programme of developing and designating Local Sites.'
- 2.3 Cammo Estate lies in the north-west of the City of Edinburgh and is within the West Edinburgh Neighbourhood. The proposed LNR is 39 hectares in size and comprises a mosaic of farmland, semi-improved grassland, broadleaved woodland and ponds.
- 2.4 Cammo Estate is in the ownership of the City of Edinburgh Council and is currently managed by Parks and Greenspace in Services for Communities.

### Main report

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- 3.1 Local Nature Reserves are areas of high natural heritage interest, which are not just protected but are managed and improved, with the conservation of nature as a priority concern. In recent years, community participation, education and informal recreation have also become established as desirable management objectives.

- 3.2 Cammo Estate is located on the north-western side of the City and within the Almond Neighbourhood Partnership Area. In the proposed Edinburgh Local Development Plan it is designated as a Local Biodiversity Site. It is a rural park comprising of farmland, semi-improved neutral grassland, semi natural broadleaved woodland, plantation woodland and ponds. It contains protected mammals, a high abundance of bird species, for its size, and two locally notable plants.
- 3.3 It is surrounded to the north by the environs of the River Almond and some low density housing, to the west by farmland, to the south-west by Turnhouse Golf Course and to the south by farmland. To the east, the site abuts the established residential area of Cammo and to the south-east lies the greenfield land identified for new housing development in the proposed Local Development Plan (ref HSG20). If this site is developed, green network connections will be created through the housing site. Together with enhanced off-site links, this will improve connectivity to the Cammo Estate from the wider residential areas lying to the east.

### **Criteria for designation as a Local Nature Reserve**

- 3.4 In order to meet the legislative requirements of the 1949 Act, it is essential that a proposed LNR should:
- a) consist of land (interpreted to include the foreshore above low water mark of ordinary spring tides or inland waters);
  - b) be managed;
  - c) provide special opportunities for study and research of British flora and fauna and the conditions in which they live, and for study of earth sciences of special interest in the area; and/or preserve the special natural or earth science interest in the area;
  - d) consist predominately of British flora or fauna;
  - e) have the study and research into, or preservation of, nature or the earth sciences as a priority objective and not as an incidental land management consideration;
  - f) lie within the jurisdiction of the local authority concerned;
  - g) be owned or leased by the local authority, or under an agreement from the owner or tenant; and
  - h) be the subject of consultation with Scottish Natural Heritage.

- 3.5 Scottish Natural Heritage (SNH) also recommends that sites should be selected which:
- a) provide accessible, positive, current (or potential) informal opportunities for raising people's awareness, understanding and enjoyment of, and involvement with, their local natural heritage; and
  - b) be (or have the potential to be) of special natural heritage interest in the area, through good management and safeguarding of the site.
- 3.6 Cammo Estate meets the legislative requirements of the 1949 Act and fulfils the additional site recommendations by SNH. Ownership of Cammo Estate was transferred to the City of Edinburgh Council in 1979 from the National Trust for Scotland (NTS).

### **Current Management**

- 3.7 The site is managed by the Council as publically accessible, natural greenspace and the Natural Heritage Service produced a comprehensive 10 year management plan for the site in 2011.
- 3.8 An advisory committee for the management of Cammo Estate was set up to fulfil the terms of the transfer of the estate to the Council from NTS. Members include local Councillors, Council officers, National Trust for Scotland, Cramond Association and the Friends of Cammo Estate.
- 3.9 The City of Edinburgh currently has six Local Nature Reserves: Burdiehouse Burn Valley Park, Corstorphine Hill, Easter Craiglockhart Hill, Hermitage of Braid and Blackford Hill, Meadows Yard and Ravelston Woods. They are all managed by the Natural Heritage Service. Burdiehouse Burn Valley Park was the most recent declaration in January 2007.

### **Natural Heritage**

- 3.10 The diversity of habitats found at Cammo Estate is very high in the urban fringe context and this is enhanced by the connection of the site to the River Almond woodland. The site still retains a general rural feel with meadows bounded by hedges and dykes. There is also exceptional habitat interest in the veteran trees which can support scarce flora and fauna that are restricted to old and dead wood.
- 3.11 The estate supports an abundant and diverse bird population for its size including species identified as experiencing significant population declines nationally such as grey partridge, lapwing and skylark. These species are included in actions within the EBAP. Woodland bird species rare to the Lothians

area are also found on the estate, including Green Woodpecker, Blackcap and Chiffchaff.

- 3.12 The site is in the unusual position of supporting two badger social groups with their main setts as little as 200 metres apart. The open habitat of the estate provides important feeding grounds for both these social groups. At least three species of bat are known to forage in the park and it is very likely roosts are also present. Badgers and all species of bat are protected through legislation and subject to species plans within the EBAP.
- 3.13 Two notable plant species are known from the site, Hornwort and Upright Broom.

### **Landscape and Built Heritage**

- 3.14 Cammo Estate is subject to a number of landscape and built heritage designations. The current landscape and built heritage designations within the proposed LNR boundary are:
- a) Historic Garden and Designed Landscape;
  - b) Area of Great Landscape Value;
  - c) Two Scheduled Ancient Monuments;
  - d) Four Category B Listed Buildings; and
  - e) One Category C Listed Building.
- 3.15 The LNR designation will not result in any degradation of commitment to maintaining any of these other designations. It will be the responsibility of the advisory committee to ensure that an appropriate balance is achieved between the responsibilities imposed by all designations and that all are taken into account during management considerations.

### **Interpretation**

- 3.16 Interpretation on site is currently available at the visitor centre but this has limited opening hours. Further visitor information is provided in two booklets which detail information on self-guided walks and the history of the estate. Maps are displayed at entrances to the park.
- 3.17 The message portrayed by any future interpretation, as detailed in the current management plan, should reflect the estate's history and importance as a former home and its role today in supporting a surprisingly wide range of animals and plants.

## Next Steps

- 3.18 It is important to obtain the views of the local community as its input will be crucial in making the LNR a success. The final format of any public consultation is still to be determined. It is likely to include materials displayed locally and on site, as well as via the Council website and Edinburgh Outdoors. It is thought this would be for up to eight weeks. Local community groups and any other interest groups known to use the park will all be formally consulted. The LNR proposals were recently presented to the Cammo Estate advisory committee and were received positively.
- 3.19 Under Section 21(6) of the 1949 Act, a local authority may only declare a LNR after consultation with SNH, although the Act does not specify when or what format the consultation should take. Any comments made by SNH are taken as advice and it has no mandatory powers regarding site selection and management. However, its support is considered to be significant in that it is able to offer management advice.
- 3.20 Following consultation, a notice of declaration must be published 'in a manner which appears best suited to informing the persons concerned'. In this instance, it will involve placement of certified copies of the declarations in public libraries and in appropriate Council offices.
- 3.21 The results of the public and SNH consultation will be subject of a further report to this committee with notification of the declaration.
- 3.22 The declaration of this LNR should raise public awareness of the park and put in place measures to protect and manage it for the benefit of both local people and the wider population of Edinburgh. It will also contribute towards achieving many of the aims and targets of the Habitat and Species Plans contained within the Edinburgh Biodiversity Action Plan.

## Measures of success

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- 4.1 The measure of success will be the declaration of Cammo Estate as an LNR in 2014.

## Financial impact

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- 5.1 There are no financial implications to consulting on the LNR declaration of Cammo Estate.



- 5.2 All management works as a result of LNR status will be carried out under existing budgets.

## **Risk, policy, compliance and governance impact**

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- 6.1 The declaration of Cammo Estate is supported by the Edinburgh Biodiversity Action Plan.
- 6.2 There are no risk, compliance or governance impacts identified.

## **Equalities impact**

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- 7.1 The aim of the local nature reserve declaration is to enhance and manage Cammo Estate for the benefit of both people and biodiversity. This has the potential to improve the quality of life, improve health and wellbeing, provide environmental education and volunteering opportunities, and supports sustainable communities.
- 7.2 There are no predicted negative impacts on rights and equalities.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- The proposals in this report will have a neutral impact on carbon emissions. Carbon emissions will neither increase nor decrease during the process of LNR declaration. It may be worth noting however that the management of the grasslands on site as traditional meadows may increase carbon sequestration.
  - The proposals in this report will increase the city's resilience to climate change impacts because it will increase the protection of a semi-natural greenspace.
  - The proposals in this report will help achieve a sustainable Edinburgh because they will give people the opportunity to enjoy the natural

environment, delivering benefits to health, education and wellbeing to those that visit.

- Economic wellbeing is not considered to impact on the proposals in this report because overall the local nature reserve will be used by and involve those already living locally. There may occasionally be visitors or tourists from further afield but their impact on the local economy due to low numbers would have such a small, immeasurable effect.
- The proposals in this report will help achieve a sustainable Edinburgh because it will increase the protection of a site positively managed for biodiversity and public enjoyment.

## Consultation and engagement

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- 9.1 Consultation will be carried out in the local community for a period of up to eight weeks, with Scottish Natural Heritage and with other relevant Council departments.

## Background reading / external references

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[Local Nature Reserves in Scotland. A Guide to their Selection and Declaration – Scottish Natural Heritage 2000](#)

[Cammo Estate Management Plan 2011 – 2020](#)

[Edinburgh Biodiversity Action Plan 2010 - 2015](#)

[Edinburgh Climate Change Framework](#)

[Sustainable Edinburgh 2020](#)

### Mark Turley

Director of Services for Communities

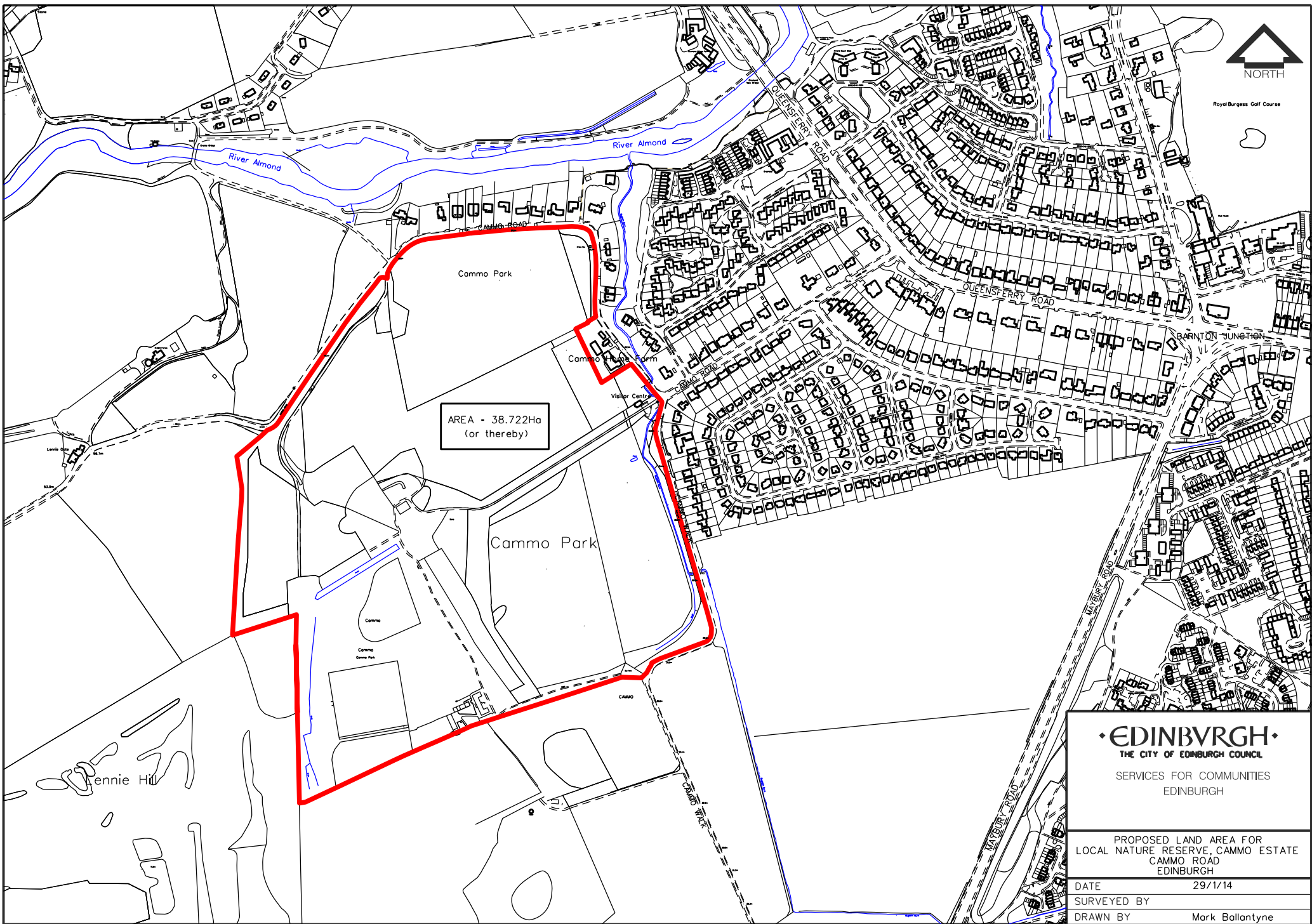
Contact: Francesca Pandolfi, Biodiversity Officer

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## Links

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<b>Coalition pledges</b>	<b>P48</b> – Use green flag and other strategies to preserve our greenspaces.
<b>Council outcomes</b>	<b>CO19</b> – 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.
<b>Single Outcome Agreement</b>	<b>SO2</b> – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. <b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Cammo Estate Proposed Local Nature Reserve Boundary



AREA = 38.722Ha  
(or thereby)

**• EDINBURGH •**  
 THE CITY OF EDINBURGH COUNCIL  
 SERVICES FOR COMMUNITIES  
 EDINBURGH

PROPOSED LAND AREA FOR  
 LOCAL NATURE RESERVE, CAMMO ESTATE  
 CAMMO ROAD  
 EDINBURGH

DATE	29/1/14
SURVEYED BY	
DRAWN BY	Mark Ballantyne
SCALE	NOT TO SCALE
NEG. NO.	A3/1422

LOCATION PLAN

PHOTOGRAPHICALLY REDUCED NOT TO SCALE

# Transport & Environment Committee

10am, Tuesday, 3 June 2014

## Proposal for a Bill to extend the Pentland Hill Regional Park Boundary – consultation response

Item number	7.17
Report number	
Executive/routine	
Wards	All

### Executive summary

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The Council has been invited by Christine Grahame MSP to respond to a consultation on a proposed private member's bill intended to promote the expansion of the Pentland Hills Regional Park. The expansion would mainly affect West Lothian, South Lanarkshire, and Borders Council areas. The Council's response to the proposal, due by 23 May 2014, has been made by the Convener on behalf of the Council and Committee is invited to ratify it. The response broadly welcomes the proposal in principle but makes clear that any additional funding proposals would require to be carefully considered in the context of budgetary pressure. It also calls for a feasibility study to be carried out, funded by either Scottish Government or Scottish Natural Heritage, which would allow the proposal to be considered in more detail.

### Links

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Coalition pledges	<a href="#">P32</a> , <a href="#">P33</a> , <a href="#">P42</a> , <a href="#">P45</a>
Council outcomes	<a href="#">CO5</a> , <a href="#">CO10</a> , <a href="#">CO15</a> , <a href="#">CO17</a> , <a href="#">CO18</a> , <a href="#">CO19</a> , <a href="#">CO21</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO2</a> , <a href="#">SO3</a> , <a href="#">SO4</a>

## Proposal for a Bill to extend the Pentland Hill Regional Park Boundary – consultation response

### Recommendations

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It is recommended that Committee:

- 1.1 Ratify the consultation response made on behalf of the Council by the Convener (Appendix 1).

### Background

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- 2.1 The proposal for a bill to extend the Pentland Hills Regional Park was published by Christine Grahame MSP on 26 February 2014, with the request that consultations be submitted by 23 May 2014. Christine Grahame MSP attended the meeting of the Pentland Hills Consultative Forum on 28 February 2014, and Forum members had the opportunity to debate the proposal.
- 2.2 A report on the proposal was submitted to the Pentland Hills Joint Committee at its meeting on 28 March 2014. The Committee's decision was:
  - 1) To note the content of the report by the Council's Parks and Greenspace Manager.
  - 2) To welcome, in principle, the proposal for the expansion of the park and to request that the Scottish Government and/or Scottish Natural Heritage be asked to consider funding a feasibility study.
  - 3) To request that partner local authorities respond formally to the consultation on the proposal for a Bill.

### Main report

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- 3.1 Christine Grahame MSP has proposed a Bill to enable the boundary of the Pentland Hills Regional Park to be extended. The consultation is for 12 weeks and ended on 23 May 2014. Dependant on the responses received, the MSP indicates she will either drop the proposed bill, or continue with a Private Members Bill to the Scottish Parliament. The proposal is to extend the Regional Park further into West Lothian, and to include the parts of the Pentland Hills which lie in Borders and South Lanarkshire. The proposal also suggests

- extension within the City of Edinburgh Council area by taking in the lower slopes of the hills around Balerno, and the Water of Leith valley.
- 3.2 The scope of the proposed extension has been considered previously. Prior to its designation the original proposal, dating from the early 1980s, was that the Regional Park would cover the whole of the Pentland Hills range, extending further into West Lothian and then into South Lanarkshire down the A70 towards Carnwath, and down the A702 into Scottish Borders past Dolphinton. Following meetings with landowners in the southern part of the range, these areas were excluded and the current boundary is the one which was designated in 1986.
  - 3.3 There is merit in the proposal, which is welcomed in principle, with the proviso that additional funding from the City of Edinburgh Council is unlikely to be available for some years to come. However, more detail will be required if the proposal is to be given proper scrutiny, and therefore the City of Edinburgh Council has called for a feasibility study to be carried out into the expansion plan. In particular, the extension of the boundary around Balerno and the lower slopes of the hills should be considered in relation to the proposed Local Development Plan, which indicates a "Special Landscape Area" designation. Furthermore, the proposed boundary would include several residential properties and would require detailed examination and consultation before any proposal could be considered.
  - 3.4 The extension of the Regional Park featured in statutory plans, including those of Borders Council, until around 2000. During the 1990s, extension to the full range was regarded as a potential second phase development by Lothian Regional Council. The proposal was never actively carried forward.
  - 3.5 The Pentland Hills Regional Park covers about 10,000 hectares (25,000 acres) of the northern part of the Pentland Hills range. It was designated in 1986 by Lothian Regional Council. Since re-organisation in 1996 it has been operated by a partnership of the City of Edinburgh, Midlothian and West Lothian Councils, working together with Scottish Natural Heritage and Scottish Water.
  - 3.6 Regional parks are designated by local authorities, with support from Scottish Natural Heritage, under section 48A of the Countryside (Scotland) Act 1967, as amended by section 8 of the Countryside (Scotland) Act 1981. This gives local authorities a number of powers in relation to the delivery of services within designated regional park areas.
  - 3.7 The relationship between the Councils and with the partner organisations is set out in a Minute of Agreement, which also describes the role and composition of the Joint Committee and Consultative Forum. Currently the Joint Committee has 7 voting members (3 City of Edinburgh Council, 3 Midlothian and 1 West Lothian) and is chaired by Councillor Henderson. The other City of Edinburgh Council members are Councillor Heslop (Vice-chair) and Councillor Walker.
  - 3.8 The 2014-15 Regional Park revenue budget is made up as follows:

### **Funding Contributions**

The City of Edinburgh Council	£251,765
Midlothian Council	£60,019
West Lothian Council	£15,640
Scottish Water	£10,330
<b>Total</b>	<b>£337,754</b>

### **Measures of success**

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- 4.1 The Council has submitted its view within the consultation period. The outcomes for the park will be determined at a later date when a proposal is brought by the Scottish Government.

### **Financial impact**

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- 5.1 As this is only a discussion at this stage, there is presently no financial impact. The Council's budgetary position in relation to the consideration of expanded services has been set out in general terms in the response.

### **Risk, policy, compliance and governance impact**

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- 6.1 As this is only a discussion at this stage, there is presently no risk, no conflict with policy or impact on governance.

### **Equalities impact**

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- 7.1 As this is only a discussion at this stage, any impact on equalities has not yet been considered.

### **Sustainability impact**

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- 8.1 Although this is only a discussion at this stage, extension of the park would potentially increase the benefits provided, which include sustainability.

### **Consultation and engagement**

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9.1 Consultation and engagement on Regional Park matters is largely devolved to the Pentland Hills Regional Park Joint Committee, and the Regional Park Consultative Forum, whose expressed views have been taken into account when compiling the response.

## Background reading/external references

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None

### John Bury

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## Links

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**Coalition pledges** [P32](#), [P33](#),[P42](#), [P45](#)

**Council outcomes** [CO5](#), [CO10](#), [CO15](#), [CO17](#), [CO18](#), [CO19](#), [C021](#), [C022](#)

**Single Outcome Agreement** [SO2](#),[SO3](#),[SO4](#)

**Appendices** Appendix 1 – Consultation response (appended)

Appendix 2 - (Link) Report to the Pentland Hills Regional Park Joint Committee, 28 March 2014, “Proposal to Extend the Pentland Hills Regional Park Boundary”, which contains the proposal document.

[http://www.edinburgh.gov.uk/download/meetings/id/42707/item\\_52\\_-\\_proposal\\_for\\_a\\_bill\\_to\\_extend\\_the\\_pentland\\_hills\\_regional\\_park\\_boundary](http://www.edinburgh.gov.uk/download/meetings/id/42707/item_52_-_proposal_for_a_bill_to_extend_the_pentland_hills_regional_park_boundary)

## Appendix 1

### Consultation Questions posed in A proposal for a Bill to extend the boundary of the Pentland Hills Regional Park.

	<b>Proposed CEC response</b>
<p>1. Do you support the aim of the proposed Bill to extend the boundary to include the entire Pentland Hills range?</p> <p>Please indicate “yes/no/undecided” and explain the reasons for your response.</p>	<p>Yes, in principle, and conditionally. CEC recognises the importance of the Pentland Hills as part of the capital skyline and as an ingredient in the essential landscape character and setting for Edinburgh, as a recreational opportunity for its citizens to engage in healthy outdoor pursuits, and as a reservoir of biodiversity. The Regional Park has successfully promoted these valuable qualities whilst mediating between the primary land-uses of the hills – farming, water catchments and military training – and other uses.</p> <p>As lead authority for the Regional Park, CEC has an interest in the management of the Pentland Hills beyond its authority boundary, because it is agreed by all the partners involved that a holistic approach to management of the park is beneficial. Whilst currently this interest does not extend to the parts of West Lothian, South Lanarkshire and Borders that are indicated in the proposed expansion plans, CEC recognises that expansion of the Regional Park to cover the whole Pentland Hills range would be consistent with the current aims of the park, and could potentially provide opportunities for Edinburgh people to have access to a wider area for recreation.</p> <p>However it must be recognised at the outset that CEC is under severe budgetary pressure, and whilst expansion of the Regional Park might be a desirable medium to long-term ambition, in the short term any request for additional</p>

	<p>funding would require to be considered in the context of the Council's service priorities, and it is unlikely that substantial additional funding could be made available in the immediate future.</p>
<p>2. Where should the southernmost boundary be located? Please explain the reasons for your response.</p>	<p>CEC does not have a strong view. CEC's view is that this should probably be determined in partnership with South Lanarkshire Council and Scottish Borders Council and their local stakeholders.</p>
<p>3. Should the western boundary be expanded to include the area around Balerno? Please explain the reasons for your answer.</p>	<p>In considering extension to the Currie-Balerno ridge, there are a number of issues to consider from both the operational point of view and that of planning policy. It is currently proposed in Edinburgh's Local Development Plan that the Special Landscape Area designation be extended to cover the lower slopes of the Pentland Hills, currently outside the Regional Park boundary, which would give this land further protection. From the recreational point of view, bringing the Water of Leith valley into the Regional Park might provide gains in terms of accessibility, both for local communities and for the wider Edinburgh population using the Water of Leith corridor as a green transport route in and out of the city. However, it is possible for these gains to be made without Regional Park designation, were resources to become available. Similarly, enhanced protection for the landscape can be achieved via planning policy, irrespective of whether it has been included within the Regional Park or not.</p> <p>It seems unlikely that incorporation of a major settlement into the Regional Park, such as Balerno, would be either feasible or desirable, and it is likely that some landowners may wish to resist extension over their greenfield land.</p>

	<p>The statutory framework for the Regional Park was not created with the substantial settlements in mind, and it is not obvious at this stage what the benefits of including Balerno within the boundary would be.</p>
<p>4. Do you agree that legislation is a necessary and appropriate means of addressing the issues identified?</p>	<p>The Bill would be a proper and appropriate way to examine the issues surround the expansion proposal and their implications.</p>
<p>5. What (if any) would be the main practical advantages of the legislation proposed? What (if any) would be the disadvantages?</p>	<p>The advantages from CEC's point of view are that a bill would provide the statutory process which is required for the proposal to be implemented, and once enacted this would give the respective Councils a clear basis on which to proceed.</p>
<p>6. What is your assessment of the likely financial/resource implications (if any) of the proposed Bill to you or your organization? What (if any) other significant financial implications are likely to arise?</p>	<p>Expansion of the Regional Park into the southern part of the range will necessarily bring with it demand for capital investment in car parking, signage, path surfacing and perhaps other visitor facilities. There will also be a requirement for revenue funding in order to allow the park to be serviced and maintained.</p> <p>Whilst it is possible to imagine that a variety of funding sources could be engaged in order to achieve capital works on the ground, it is unclear where revenue funding might come from, other than from the local authorities. CEC can only speak for itself, but the pressure on the Council's revenue budgets is intense and likely to intensify further. It is not clear from the proposal how CEC might be asked to contribute to services in an expanded Regional Park, but any funding request would be given due consideration in the context outlined above.</p>
<p>7. Is the proposed Bill likely to have any substantial positive or negative implications for equality? If it is likely to</p>	<p>CEC does not currently foresee any significant equalities impact insofar as the proposal is</p>

<p>have a substantial negative implication, how might this be minimised or avoided?</p>	<p>described.</p>
<p>8. Do you have any other comments on or suggestions relevant to the proposal?</p>	<p>Whilst noting that expansion of the Regional Park within its own authority area is unlikely to be an early priority, CEC looks forward to further dialogue on the expansion proposals in due course. In order to advance the proposal beyond the concept stage a feasibility study needs to be carried out to explore the main issues further. CEC would currently be unable to fund this study, and notes that the Regional Park Joint Committee has already called for such a study to be funded by Scottish Natural Heritage or the Scottish Government.</p>

# Transport and Environment Committee

10am Tuesday 3 June 2014

## Appointments to Sub-Committees and Working Groups Etc 2014/2015

Item number	7.18
Report number	
Executive/routine	
Wards	

### Executive summary

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The Transport and Environment Committee is required to re-appoint membership of its Sub-Committees and Working Groups Etc for 2014/2015. The current membership is detailed in the appendix to this report.

### Links

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Coalition pledges

Council outcomes [CO25](#)

Single Outcome Agreement

## Appointments to Sub-Committees and Working Groups Etc 2014/2015

### Recommendations

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- 1.1 To appoint the membership of the Committee's Sub-Committees and Working Groups Etc for 2014/2015.
- 1.2 To appoint the membership of the Committee as members of the Policy Development and Review Sub-Committee in line with the Committee Terms of Reference and Delegated Functions.
- 1.3 To appoint the Vice-Convener of the Transport and Environment Committee as the Convener of the Policy Development and Review Sub-Committee.
- 1.4 To note the position regarding the appointment of a new Convener of the Cycle Forum.

### Main report

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#### Appointments to Sub-Committees and Working Groups Etc 2014/2015

- 2.1 On 4 June 2013, the Transport and Environment Committee appointed members to its Sub-Committees and Working Groups, etc for 2013/2014. The current membership is set out in the appendix to this report.

#### Policy Development and Review Sub-Committee

- 2.2 The Committee Terms of Reference and Delegated Functions specify that membership of the Committee's Policy Development and Review Sub-Committee will be the same as the parent Committee and that the Vice-Convener of the parent Committee will be the Convener of the Sub-Committee.

#### Cycle Forum

- 2.3 Before progressing with the appointment of a new Convener of the Cycle Forum, the Committee, on 18 March 2014, agreed to await the outcome of the work done by members of the Transport Forum to scope ideas and options for a Walking Forum.

### Measures of success

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- 3.1 Not applicable

### Financial impact

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- 4.1 Not applicable

## Risk, policy, compliance and governance impact

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5.1 Not applicable.

## Equalities impact

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6.1 Not applicable

## Sustainability impact

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7.1 Not applicable

## Consultation and engagement

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8.1 Not applicable

## Background reading/external references

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[Minute of Transport and Environment Committee of 4 June 2013](#)

[Minute of Transport and Environment Committee of 18 March 2014](#)

[Committee Terms of Reference and Delegated Functions](#)

## Alastair D Maclean

Director of Corporate Governance

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## Links

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### Coalition pledges

**Council outcomes** CO25 – The Council has efficient and effective services that deliver on objectives.

### Single Outcome Agreement

**Appendix** Current Membership of Working Groups Etc



## **Working Groups Etc**

### **Cycle Forum**

1 Member (Convener of the Transport and Environment Committee)

Councillor Hinds

### **Transport Forum**

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

### **Carbon, Climate and Sustainability Working Group**

5 Members (Convener and Vice-Convener of the Transport and Environment Committee, 1 Conservative, 1 Green and 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

### **Duddingston Village Traffic Working Group**

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD and local ward members for the Craigentinny/Duddingston Ward)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

Councillor Griffiths (local Ward Member)

Councillor Lunn (local Ward Member)

Councillor Tymkewycz (local Ward Member)

### **Leith Programme Oversight Group**

12 Members (Convener and Vice-Convener of Transport and Environment Committee and local ward members for the City Centre, Leith and Leith Walk wards)

Councillor Hinds

Vacancy

Councillor Blacklock

Councillor Booth

Councillor Brock

Councillor Chapman

Councillor Doran

Councillor Gardner

Councillor McVey  
Councillor Mowat  
Councillor Munro  
Councillor Rankin

**Tram All Party Oversight Group**

10 members (Leader and Deputy Leader of the Council, Opposition Group Leaders, Convener and Vice-Convener of Transport and Environment Committee, Opposition Spokespersons of Transport and Environment Committee

Councillor Burns  
Councillor Cardownie  
Councillor Hinds  
Councillor McVey  
Councillor Aldridge  
Councillor Bagshaw  
Councillor Burgess  
Councillor Edie  
Councillor Mowat  
Councillor Rose

**Zero Waste Cross Party Cross Council Group**

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD)

Councillor Hinds  
Councillor McVey  
Councillor Mowat  
Councillor Booth  
Councillor Aldridge

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Council Energy Services Company – referral from the Economy Committee

Item number	7.19
Report number	
Wards	All

### Executive summary

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The Economy Committee on 22 May 2014 agreed to note a report on the Council Energy Services Company, which aims to deliver a range of energy initiatives to address energy efficiency. The Committee also agreed to refer the report to the Transport and Environment and Finance and Resources Committees for information.

### Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	See attached report

# Terms of Referral

## Council Energy Services Company

### Terms of referral

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- 1.1 On 22 May 2014 the Economy Committee considered a report on the range of services provided by the Energy Services Companies (ESCOs) that aimed to address energy efficiency and reduce carbon emissions. A number of local authorities were now considering the ESCO model as a way of delivering their strategic energy programmes and meeting carbon targets.
- 1.2 The Council was developing its draft Sustainable Energy Action Plan (SEAP) which would set out how the Council would meet its 42% reduction in carbon emissions across the City. Reports on ESCO had already been submitted to the Council's Member Officer Working Group, outlining a number of issues including role, governance and activities.
- 1.3 The Economy Committee agreed:
  - 1) To note the report.
  - 2) To provide feedback on the proposal including the development of an initial first phase of the project.
  - 3) To refer the report to the Transport and Environment and Finance and Resources Committees for information.

### For Decision/Action

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- 2.1 The Transport and Environment Committee is asked to note the report.

### Background reading / external references

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Economy Committee 22 May 2014.

### Carol Campbell

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## Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendices</b>	See attached report

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Tables and Chairs Summer Festival Trial in George Street

Item number	7.20
Report number	
Executive/routine	
Wards	11 – City Centre

### Executive summary

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On 29 October 2013, the Transport and Environment Committee approved a report on “Building a Vision for the City Centre”. A key measure of success was that a more attractive city centre environment would be developed for those living in, working and visiting the area. An emerging café culture in the city would be supported.

On 29 April 2014, the Transport and Environment Committee approved a year-long trial which includes the introduction of additional pedestrian space, a dedicated cycle route and a one way system for motor vehicles on George Street.

This report outlines that a number of businesses on George Street would like to animate some of the newly-created space outside their premises by providing tables and chairs for customers. For eleven months of the year, outwith the Festival in August, these tables and chairs permits will be until 10pm, requiring no change to policy.

### Links

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Coalition pledges	<a href="#">P24</a> , <a href="#">P28</a> , <a href="#">P31</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO20</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO4</a>

However, during the summer Festivals these businesses would like to be able to provide table and chairs and serve their customers until midnight. This would require a change in the current Table and Chairs Permit policy as well as the appropriate liquor license. A number of businesses have already submitted applications, to vary their liquor licences to serve alcohol until midnight in the table and chairs spaces outside their premises.

This report seeks approval to vary the existing Table and Chairs Permit policy for a trial period to enable permission to be given to businesses on George Street to use tables and chairs outside their premises until midnight as part of a monitored trial period, during the Edinburgh Summer Festival 2014. The outcomes of the trial will be reported back to Committee, with recommendations on the suitability or otherwise of extending the hours of tables and chairs permissions on George Street and across the wider city centre during future Festivals.

## Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 agrees to extend the operating hours of the current Tables and Chairs permit system on a trial basis;
  - 1.1.2 agrees that this trial will take place on George Street between 31st July and 25 August 2014, the duration of the Edinburgh Festival Fringe;
  - 1.1.3 agrees that, for the duration of this trial, businesses on George Street may apply for permission to use tables and chairs until midnight instead of 10pm (noting that it is the responsibility of businesses to apply for the appropriate complementary License and that this report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee);
  - 1.1.4 agrees to accept a report on the outcomes of this trial; and
  - 1.1.5 while the trial arrangements will be tested only on George Street in 2014, the report on outcomes will consider extending the trial to other areas of the city during the Festival in future years.

## Background

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- 2.1 On 29 October 2013, the Transport and Environment Committee approved a report on “Building a Vision for the City Centre”. A key measure of success was that a more attractive city centre environment would be developed for those living in, working and visiting the area.
- 2.2 On 29 April 2014, the Transport and Environment Committee approved a year-long trial which includes the introduction of additional pedestrian space, a dedicated cycle route and a one way system for motor vehicles on George Street. A number of businesses on George Street would like to animate some of the space outside their premises by providing tables and chairs.
- 2.3 Any business seeking to occupy the roadway or pavement areas requires a tables and chairs permission. This process is managed by the Council’s Roads Services, with permissions being sought through applications to the Council which are made via the Roads (Scotland) Act 1984. A report to the City of Edinburgh Council on 20 December 2007 entitled “A review of Permits for Tables and Chairs” set out the policy and application framework. While the Council reserves the right to provide permissions up to 11pm without requiring a change in policy, the norm is that tables and chairs latest trading hour is currently 10pm in the city centre.



- 2.4 In addition to a tables and chairs permission from Roads Services, any business seeking to serve alcohol to customers occupying outdoor tables and chairs must also apply for a liquor license. That is the remit of the Licensing Board. This report concerns only the matter of tables and chairs timings. It does not seek to fetter the discretion of the Licensing Board, and businesses in George Street have been advised that they must apply separately for variation of their liquor licenses if they wish to take part in this proposed month-long trial.

## Main report

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- 3.1 A number of businesses on George Street would like to animate some of the space outside their premises by providing tables and chairs. For eleven months of the year, outwith the Festival month of August, these tables and chairs permits will be until 10pm, requiring no change to policy.
- 3.2 However, the report recognises that the summer Festival is a unique global event, which attracts significant numbers of tourists to Edinburgh. It also attracts a number of pop-up venues. These include facilities adjacent to the Assembly Rooms.
- 3.3 Pop-up venues have been successful, in some cases, in being given permission to serve alcohol outside on George Street until midnight. That has been perceived as a disparity by some businesses on George Street, which are seeking a level playing field for operating hours and conditions during the Festival.
- 3.4 This report recommends giving parity to existing George Street businesses, allowing them to apply for permission under the Roads (Scotland) Act 1984 to use tables and chairs outside their premises until midnight as part of a monitored trial period during the Edinburgh Summer Festival 2014. These conditions would apply equally to businesses serving alcohol and to cafes which do not serve alcohol. Issues that will be monitored will include:
- the level of crime figures and complaints, including noise complaints;
  - the nature of any complaints and crimes;
  - how the level and nature of complaints or crimes compares to the previous year on George Street; and
  - how the level of complaints or crimes on George Street in 2014 compares to levels in other areas of the city used heavily by the Festival (such as at Bristo Square and the Pleasance).

## Measures of success

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- 4.1 The outcomes of the trial will be reported back to Committee, in line with paragraph 3.4. That report will make recommendations on the suitability or otherwise of extending the hours of tables and chairs permissions on George Street and across the wider city centre during future Festivals.
- 4.2 The introduction of this trial on George Street will result in a more attractive city centre environment for those travelling to, living in, working and visiting the area during the Edinburgh Festival, and bring parity to businesses in the street.

## Financial impact

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- 5.1 The cost for reviewing the impact of the proposal will be contained within the Services for Communities budget.
- 5.2 Businesses seeking to participate in the trial will need to apply for a tables and chairs permission and a liquor license at their own expense.

## Risk, policy, compliance and governance impact

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- 6.1 The proposals are consistent with the outcomes identified in a report to the Transport and Environment Committee on 29 October 2013 “Building a Vision for the City Centre- Consultation Outcome”.
- 6.2 A report will be brought to Transport and Environment Committee outlining the results of the trial and will make recommendations to either retain the existing tables and chairs policy position, or to make recommended changes based on the trial outcomes.

## Equalities impact

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider George Street Experimental Traffic Regulation Order (ETRO) project, which will run until September 2015.
- 7.2 The layout of the street has been influenced by consultation feedback from a wide variety of equalities groups, to ensure ease of access could be maintained for all equalities groups. This was previously reported to Committee on 29 October 2013 and 29 April 2014.

- 7.3 In the proposed layout, buses and taxis continue to run on George Street, street crossings remain unchanged for pedestrians, and all existing types of parking have been maintained on each block of the street. There are still the same numbers of disabled parking bays, residents' parking bays, motor cycle bays and city car club bays. Cycling parking has recently been increased on the street and this will be maintained. Pay-and-display bays have been retained at broadly existing levels along all four blocks of the street. Ramp access will be provided by all businesses who seek to introduce decking onto the carriageway.
- 7.4 Crime, air quality levels and vehicle numbers and speeds on George Street and surrounding streets are being monitored as part of the research package which will run for a year alongside the proposed George Street trial. Local residents' groups have been included in specifying the research package, to help ensure the right information is captured, recorded and analysed.

## **Sustainability impact**

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- 8.1 The delivery of improvements in the city centre will help improve pedestrian and cycling activity in the area. In addition to introducing a café culture, the wider George Street trial should reduce carbon emissions in the street. Sustainability impacts, including air quality and traffic movement in the street and the surrounding area, will be assessed as part of the evaluation of the trial project.

## **Consultation and engagement**

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- 9.1 An extensive round of consultation on permits for tables and chairs last took place in 2007, being reported to the City of Edinburgh Council on 20 December 2007. This evidenced that a majority of members of the public supported extensions of permit times, and a significant majority (90%) of permit holders supported an extension.
- 9.2 The intention with this one-month long trial is to monitor and report back on a time limited test. Should the outcomes support a recommendation to change the existing 10pm curfew for future Festivals, that recommendation will include a requirement for a full public consultation.

## Background reading/external references

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

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

[A Review of Permits for Tables and Chairs, The City of Edinburgh Council, 20 December 2007](#)

### John Bury

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## Links

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<b>Coalition pledges</b>	<p>P24 – Maintain and embrace support for our world-famous festivals and events.</p> <p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P31 - Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p>
<b>Council outcomes</b>	<p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p>
<b>Single Outcome Agreement</b>	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p> <p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	None

# Transport and Environment Committee

10am., Tuesday, 3 June 2014

## Heat Generation Policy Statement: Scottish Government Consultation

Item number	7.21
Report number	
Executive/routine	Executive
Wards	All

### Executive summary

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The Scottish Government has launched a consultation on its Heat Generation Policy Statement. This sets out how low carbon heat can be provided to a range of consumers in Scotland and a framework for investment in the future of heat. The Policy discusses how Scotland might reduce the amount of energy used for heat and reduce the pressure on energy bills. A number of questions have been asked as part of the consultation.

The response suggests that the Council should be supportive of the Policy Statement in view of its own carbon targets and pledges. However, Scottish Government should ensure that adequate funding and technical support is in place for councils and housing providers if they are to develop district heating programmes. Work to develop the Council's Sustainable Energy Action Plan (SEAP) will include a priority programme to address renewable heat and develop district heating.

### Links

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Coalition pledges	<a href="#">P50</a> <a href="#">P53</a>
Council outcomes	<a href="#">C16</a> <a href="#">C18</a>
Single Outcome Agreement	<a href="#">S04</a>

## Heat Generation Policy Statement: Scottish Government Consultation

### Recommendations

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- 1.1 It is recommended that Committee approves the consultation response.

### Background

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- 2.1 The Scottish Government has set a number of ambitious climate change targets to reduce carbon emissions by 2020 and 2050. A key target is to deliver 11% of non-electrical heat demand by renewable sources by 2020 through the increased use of low carbon heat and district heating. Consequently, the Scottish Government has launched a consultation on its Heat Generation Policy Statement. It is seeking feedback on how low carbon heat can be provided to a range of consumers in Scotland and a framework for investment in the future of heat.

### Main report

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- 3.1 The consultation closes on 9 June 2014 and poses a number of questions to stakeholders on low carbon heat and district heating. It is suggested that the Council should be supportive of the aims of the Policy Statement and the response to this is contained in Appendix 1.
- 3.2 The Council is already developing its Sustainable Energy Action Plan (SEAP) which will set out how it will reduce carbon emissions by 42% by 2020. A key priority in the SEAP will be district heating and other measures to increase the amount of renewable heat in the city.
- 3.3 Current activity in this area includes:
- feasibility studies undertaken on the potential for district heating at the Bioquarter and Fountainbridge;
  - Castle Rock ESCO –work to develop how a model licensed energy supply company could work with a local authority. A business case will be produced; and
  - further work on sustainable heating systems for the Council's multi-storey blocks funded by the Warm Homes scheme.
- 3.4 The focus of the Council to date, in developing district heating has been primarily on domestic schemes (there has been some very small non domestic

Combined Heat and Power projects). While the Council is generally supportive of the aims of district heating, the experience gained from these schemes has raised some issues. Specific queries relating to billing, metering and charging will need to be addressed by Scottish Government potentially through regulating heat in the same way as other energy supplies and ensuring robust processes are in place for consumer protection.

- 3.5 Adequate funding needs to be in place to support projects as district heating can be capital intensive. The response recommends that the Scottish Government continue with any specific loan schemes for this technology.
- 3.6 Furthermore, in expanding district heating networks, the role of the public sector should be explicit in providing information to both consumers (domestic and non domestic) as well as potential developers.

## **Measures of success**

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- 4.1 District heating and low carbon heat can contribute positively to reducing carbon emissions thus meeting overall Council sustainability objectives.
- 4.2 Delivery against the Capital Coalition pledge commitments and Sustainable Edinburgh 2020 objectives, specifically to reduce citywide carbon emissions by 42% by 2020.

## **Financial impact**

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- 5.1 District heating projects, particularly the larger schemes are expensive. It will be important in the development of future schemes that adequate funding is provided particularly for local authorities. This would assist Councils in undertaking feasibility work and developing business cases.

## **Risk, policy, compliance and governance impact**

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- 6.1 The Climate Change (Scotland) Act 2009 places a duty on public bodies to act in a way to mitigate the impacts of climate change. The development of district heating and renewable heat can contribute to mitigation thus complying with the Act.

## **Equalities impact**

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- 7.1 One advantage of district heating schemes is that they can deliver heat at an advantageous cost to consumers, in particular in areas of social housing and those in fuel poverty. These customers would potentially benefit from lower cost heat.

## Sustainability impact

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- 8.1 The development of district heating and decentralised energy can help to achieve a sustainable Edinburgh because they reduce carbon emissions and increase energy efficiency from existing building stock.

## Consultation and engagement

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- 9.1 Relevant service areas have been consulted on this response.

## Background reading/external references

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Scottish Government Heat Generation Policy Statement

### John Bury

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## Links

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<b>Coalition pledges</b>	P50 – Meet greenhouse gas targets, including the national target of 42% by 2020. P53 – Oppose industrial biomass incineration in Edinburgh.
<b>Council outcomes</b>	CO16 – Well housed – people live in a good quality home that is affordable and meets their needs in a well managed Neighbourhood. CO18 – Green – We reduce the local environment impact of our consumption and production.
<b>Single Outcome Agreement</b>	S04 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Appendix 1 : Council Response



**Summary of Consultation Questions**

Q1: Do you agree with the heat vision and heat hierarchy?

Yes  No  Don't know

Q1a: And why?

*The City of Edinburgh Council has similar aims with respect to renewable heat and is already developing its Sustainable Energy Action Plan that aims to meet a 42% reduction in carbon emissions in the city by 2020. There will be a number of key aims in this document to reduce energy consumption, increase the use of renewables and generate and supply more energy locally. These align with the Policy Statement vision and hierarchy for heat. In addition a key priority within the Council's SEAP will be to address renewable heat and increase the use of district heating in the city. Consequently the Council supports the aims of the Scottish Government in this important agenda.*

Q2: How can we ensure that Scottish businesses are best placed to take advantage of the new products and services which will be required to deliver low carbon heat?

*The Council believes that businesses need to be made aware of the potential benefits from being involved in developing district heating projects such as any revenue potential, reduction in carbon taxes and the benefits for image (corporate social responsibility). This together with information on: skills requirements, guidelines for the regulatory environment (planning, energy markets for example), the scale of capital investment required and examples of how other district heating projects have worked and been financed would provide businesses with more clarity and confidence in this relatively unknown area of energy policy. In turn this helps to address any perceived risks. Fundamentally Scottish businesses will need to ensure they have the skills set to deliver district heating projects,*

*Running supplier events with European contractors experienced in this area to explain the benefits may help businesses in Scotland to understand the issues. Ensuring that Scottish businesses understand the financial models for district heating will be important in lowering risks to potential investors.*

Q3: Taking account of the cost of implementation, what policies should the Scottish Government pursue that will best ensure the impacts of heat decarbonisation to benefit consumers?

*Regulation of heat should be pursued to provide consumers with the same protection as other energy supplies.*

Q3a: What evidence do you have to support this?

Q4: What do you think should be the balance and focus of government intervention, business innovation and individual action and why?

*The scenarios presented in the Policy Statement infer that the only way to generate a surplus is for high take up to happen. However that may be challenging – the example of Green Deal can*

*be used to demonstrate a scheme with very low take up. With this in mind, both supply and demand policy levers should be used to encourage take up. The specific role of the public sector in helping to stimulate demand with both domestic and non domestic consumer could be more explicit here. In particular for councils there could be a number of roles including the use of planning, its own estate, an influencing role and links with communities (appreciating that the role is referred to later in the Policy). In addition, for councils there is an important role in working with developers and potential investors to create confidence that schemes will progress.*

*In this section, the Policy Statement infers that increased fuel costs to consumers is offset by consumers reducing their demand for fuel. However this may be a risky assumption as it assumes that demand stays relatively constant. Is there evidence for this from the Arup study?*

*The reference to the quality of the data is important as future decisions will be predicated on having robust information and data. The Scottish Government should ensure that robust data on heat is developed as relying on DECC data has a two year lag time.*

*The modelling appears to be over a 40 year timeline. Is this also the lifetime of the any assets?*

Q5: Given the existing financial incentives and policies in place, what other mechanisms do you think would result in significant behaviour change in both homes and non-domestic buildings and processes?

*Directly promoting the benefits to consumers would be useful in addressing behaviour change. A caveat however is that the Government should consider how to mitigate any cost increases in heat in particular to vulnerable communities. The consultation states that the costs of heat could increase due to new interventions.*

Q6: How do you think a national heat map could be used to support the development of a low carbon heat sector for Scotland?

*A national heat map could be useful in identifying major heat loads particularly in urban areas where there could be potential for expanding heat networks. This could be helpful for future investments and developments and especially for projects at scale. This provides confidence to the sector in terms of future capacity and projects.*

*A national heat map would also be useful for evaluating any synergies between local authority areas where collaboration on schemes might be possible. It would also be good to map the Scottish Household Condition Survey fuel poverty indicator to this to look at the areas of greatest need for district heating.*

Q7: Do you support the proposed unit of measure for the overall district heating target of 1.5 TWh by 2020?

Yes  No  Don't know

Q7a: And why?

Q8: Do you support the level of ambition for the district heating target? Q8a: What evidence do you have to support your views?

Yes  No  Don't know

*However a caveat is that this will need to be supported by adequate funding mechanisms to support councils in the development of any district heating initiatives (both domestic and non domestic schemes) which can be capital intensive. These will need to be flexible and assurances as to the longevity or continuation of the current District Heating Loan scheme would be important.*

Q9: Do you support the level of ambition for the number of homes to be connected to district heating by 2020?

Yes  No  Don't know

Q9a: What evidence do you have to support your views?

*Evidence seems to point to benefits for domestic consumers using or supplied by district heating. However there are challenges particularly for councils looking to implement district heating, especially those with existing housing stock, in terms of accessing funding and technical guidance. Supporting councils and other housing providers with good guidance on developing schemes, consulting tenants and crucially managing tenants expectations and communications will be essential. Issues such as billing, metering and charging need to have robust mechanisms in place.*

*Adequate funding schemes will need to be in place to support this – same answer as to Q8.*

Q10: Do you have evidence of existing communal heating systems installed before 2000?

Yes  No  Don't know

Q10a: If so please provide details.

*203 homes in Council sheltered housing schemes have older communal heating systems.*

Q11: Do you believe further regulation of heat supply is required?

Yes  No  Don't know

Q11 a: What level of regulation would be appropriate?

*Regulation of heat should be undertaken in the same way as other energy supplies. Issues such as metering, billing and charging are of concern to energy users and it will be important that there is regulation in place to address some of these concerns.*

Q12: Do proposed consumer protection schemes meet the needs of heat users and supply organisations?

Yes  No  Don't know

Q12a: And if not, what changes are needed or what more is needed?

*See answer to Q11. This may need to be looked at depending on whether regulation of heat is considered.*

Q13: Is there sufficient non-financial support for the development of heat networks?

Yes  No  Don't know

Q13a: If not, please comment on priorities and timescales for support? Please provide evidence, where possible, based on practical examples of district heating development.

*This is a fairly new area for local authorities, the private sector and other investors. There is a need for good technical advice from consultants and developers with actual experience of delivering district heating schemes who can advise potential providers. This advice needs to be at an early stage in the development of any potential projects and accessing this needs to be made as easy as possible.*

Q14: Are the many existing financial support mechanisms sufficient to support delivery of district heating systems?

Yes  No  Don't know

Q14a: If no, can you provide information and evidence to demonstrate the need for additional funding or finance mechanisms, indicating the type of funding or finance required, over what timescale and setting out why existing mechanisms do not meet your needs. We would be particularly interested in evidence based on practical experience of development of district heating projects.

*District heating is capital intensive although this will vary depending on the size of the scheme. The Council view is that it is not clear without an analysis of potential or future schemes whether the £10.5 million funding to support schemes will be sufficient.*

*Funding for technical feasibility studies is an important first phase in developing district heating providing the rationale for progressing with any scheme. However while some funding is available through the Energy Savings Trust for domestic schemes there appears to be less funding for non domestic schemes.*

*Encouraging the development of projects, using public sector assistance, European funding and/or the Green Investment Bank may assist in developing projects ready for financing.*

Q15: If the mechanism that you propose was in place, what additional specific outputs and outcomes for district heating would result from your own work and on what timescale?

Q16: Do you have any further evidence on thermal storage and consideration of how it might interact with other technologies and policy priorities?

*No direct evidence but consider this an important element in addressing renewable heat.*

Q17: Do you see heat recovery and information about excess heat available as a useful tool for industry to maximise the benefits of the heat it consumes?

Yes  No  Don't know

Q17a: Do you have any comments?

*This would be important in developing sustainable energy solutions where a mix of technologies may be required.*

Q18: Are there any Scottish specific issues that should be dealt with in the review of the non-domestic RHI?

Yes  No  Don't know

What are they, and what evidence do you have to support your views?

Q19: Without interim milestones and taking into account the existing mechanisms to support uptake of renewable heat technologies, what non-financial mechanisms do you think are most effective in driving this uptake?

Q20: Do you support the approach to focus on three areas to support geothermal: demonstration projects; ownership issues; and development of our geothermal vision and a routemap?

Yes  No  Don't know

Q20a: If not, which recommendations should be prioritised and deprioritised?

Q21: How can the anaerobic digestion industry be best encouraged to avoid useful heat being wasted? We are interested in any evidence or practical experience to support your views.

### **Questions in the Strategic Environmental Assessment (SEA)**

Details of the questions included in the SEA and how to respond are set out at page vi of the SEA document which can be found on the Scottish Government website at:

<http://www.scotland.gov.uk/Consultations/Current>

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Priority Parking Areas – TRO Consultation Responses

**Item number**

**Report number**

**Executive/routine**

**Wards**

5 – Inverleith

6 – Corstorphine/Murrayfield

9 – Fountainbridge/Craiglockhart

15 – Southside/Newington

### Executive summary

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This report updates Committee on the progress of Priority Parking proposals in various areas around Edinburgh and makes recommendations based on the results of ongoing consultation and investigation.

This report also considers the objections received during three public consultations as part of the Traffic Regulation Order (TRO) process to introduce Priority Parking Areas in Priestfield, Blackford and Lockharton.

### Links

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**Coalition pledges**

**Council outcomes** [CO22](#), [CO23](#) and [CO26](#)

**Single Outcome Agreement** [SO4](#)

## Priority Parking Areas – TRO Consultations Responses

### Recommendations

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- 1.1 It is recommended that Committee approve:
  - 1.1.1 the making of the Traffic Order for the Priority Parking scheme in the Priestfield area;
  - 1.1.2 the making of the Traffic Order for the Priority Parking scheme in the Lockharton area; and
  - 1.1.3 the undertaking of a further consultation for the proposed Priority Parking scheme in the Blackford area.

### Background

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- 2.1 A previous report on Priority Parking was approved by Committee on 29 October 2013 and gave permission to start the formal legal procedures necessary for the introduction of Priority Parking.
- 2.2 This report informs Committee of the results of the public consultations conducted as part of the traffic order process in Priestfield, Blackford and Lockharton.
- 2.3 It also updates Committee on the progress of a number of other Priority Parking Areas.

### Main report

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- 3.1 The public consultations in Priestfield, Blackford and Lockharton were carried out between November and December 2013 and are summarised below.
- 3.2 **Priestfield:** The results from this area indicate that there is strong support for the proposals as 103 responses of the 132 received were supportive. 19 objections and 10 general comments were also received. It is consequently recommended to introduce the Priority Parking scheme in this area.
- 3.3 The majority of local residents support the proposals as they have problems parking near their homes during the day and they consider that Priority Parking will help tackle commuter and non-residential parking problems in their neighbourhood.

- 3.4 Residents who objected to the proposals mainly did so because they would have to pay for a parking permit to park outside their homes and suggested that they be issued free of charge to residents. There were also concerns about potential displacement of parking problems to other areas, namely Prestonfield.
- 3.5 In addition, a small number of people indicated that they did not have a parking problem as parking pressures are not consistent across the area.
- 3.6 **Blackford:** The results indicate that the majority of those who responded to the consultation supported the proposals. There were 47 respondents who supported the proposals, 21 objections and 10 general comments.
- 3.7 However, there was a very low response rate of 9% and it is not considered that this small sample is representative of views from across the area as a whole.
- 3.8 Further analysis revealed that only 6% of households within the area indicated their support for parking controls and these responses were spread across the whole of the area. The sporadic pattern of residents indicating their support for the scheme suggests that any perceived commuter parking problems are not widespread throughout Blackford.
- 3.9 Proceeding with the scheme on the basis of these responses would result in the sporadic introduction of parking restrictions, often individual parking places, spread throughout the area which could create confusion among residents and visitors to the area.
- 3.10 The Council asked residents to submit their objections and indications of support regarding the proposals during the consultation period. The general lack of responses from residents with a preference either way on this matter is a significant indication that the introduction of parking restrictions is not necessary.
- 3.11 Given the low response rate and the comparatively small number of residents who support the scheme, it is not considered that there is currently a mandate from the local community to introduce the Priority Parking scheme.
- 3.12 However, in similar situations in other areas, such as within Blinkbonny and Telford, the Council has taken the decision to conduct a further consultation in order to try to elicit further responses. It is considered that, given the parking pressures that exist within this area that it would be beneficial to repeat the formal consultation stage of the TRO process.
- 3.14 **Lockharton:** The consultation results suggest that there is a clear geographical split between people who support the proposals, mainly residents in Craiglockhart Terrace and those who have objected to the proposals, residents from Meggetland Terrace. Therefore, it is recommended to introduce proposals in Craiglockhart Terrace, in a first phase, whilst postponing restrictions in Meggetland Terrace.
- 3.15 Other Priority Parking Areas at **Craigleith** (B4) and **Blinkbonny** (B5) were approved by Committee at its meetings on 19 March 2013 and 29 October 2013. These became operational on 6 January and 3 March 2014, respectively.



- 3.16 In addition, it is anticipated that Priority Parking proposals in the Murrayfield area will have been advertised for public comment, before the date of this Committee. The results of which will be reported to a future meeting of this Committee.
- 3.17 Further details regarding the indications of support and the objections received during the Priestfield, Blackford and Lockharton public consultations are considered in the following appendices.

## Measures of success

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- 4.1 The measures of success will be ensuring residents can park closer to their homes once Priority Parking is introduced and to deliver an appropriate balance between the number of residents' permits purchased and parking places provided. It is also important that residents have a clear understanding of the consultation results and have confidence in the outcomes.

## Financial impact

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- 5.1 The implementation of the Priestfield scheme was estimated to be in the region of £35,000. However, this is a maximum cost and introducing the restrictions in phases is expected to reduce expenditure, as all of the parking places may not be required. In addition, it is proposed, where possible to attach signs to existing street furniture or walls and fences, with the property owners' permission, this could reduce costs further.
- 5.2 The cost of the Lockharton Priority Parking proposals has previously been reported to Committee to be approximately £20,000. However, further work on costing the current proposals suggests this is nearer £10,000 which is the upper limit.
- 5.3 All implementation costs can be met from within Parking Operations Revenue Budget 2014/15.

## Risk, policy, compliance and governance impact

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## Equalities impact

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- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no direct equalities impacts arising from this report.

- 7.2 The main aim of Priority Parking is to manage effectively the demand on the available kerbside space in residential areas and to help residents park closer to their homes. It is expected that this will have a positive impact on the Council's duty regarding the protected characteristics of age and disability.

## Sustainability impact

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report are not expected to negatively impact on carbon emissions;
  - The proposals in this report are not expected to negatively impact on the city's resilience to climate change impacts; and
  - The proposals in this report are not expected to negatively impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It can be argued that introducing further parking restrictions may encourage commuters to leave their vehicles at home and use more sustainable travel options, thus reducing carbon emissions in the city centre. However, the restrictions will not prevent entirely commuters from parking within an area.

## Consultation and engagement

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- 9.1 In all three areas under consideration for Priority Parking schemes; Priestfield, Blackford and Lockharton, informal consultations were carried out to gauge the opinions of residents on the possible introduction of parking controls. The results suggested that there was sufficient support to start the formal legal processes for each area and part of this procedure includes a public consultation.
- 9.2 The Priestfield and Blackford public consultations commenced on 22 November 2013 and ran until 13 December 2013. A public meeting was held at Prestonfield Primary School on 19 November 2013. This gave local residents the opportunity to view the proposals, discuss any concerns and ask Council officers questions. The results are discussed further in Appendix One and Two respectively.
- 9.3 The Lockharton consultation started on 8 November and ran until 29 November 2013. The results are detailed in Appendix Three.
- 9.4 The results of the three public consultations were presented in greater detail to the ward members to seek their views. The outcomes of the processes and the possible recommendations were discussed with the Councillors.

## **Background reading/external references**

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[Priority Parking – Various Areas, Edinburgh](#). Transport, Infrastructure and Environment Committee Report, 2 August 2011.

[Progress on Priority Parking – Various Areas, Edinburgh](#). Transport and Environment Committee Report, 23 November 2012.

[Priority Parking Update – Various Areas, Edinburgh](#). Transport and Environment Committee Report, 29 October 2013.

Appendix One: Results of Priestfield Public Consultation.

Appendix Two: Results of Blackford Public Consultation.

Appendix Three: Results of Lockharton Public Consultation.

Appendix Four: Priestfield Priority Parking Consultation Comments.

Appendix Five: Blackford Priority Parking Consultation Comments.

Appendix Six: Lockharton Priority Parking Consultation Comments.

### **John Bury**

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## Links

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<b>Coalition pledges</b>	Maintaining and enhancing the quality of life in Edinburgh.
<b>Council outcomes</b>	<b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. <b>CO23</b> - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. <b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement Appendices</b>	<b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric. Appendix One: Results of Priestfield Public Consultation. Appendix Two: Results of Blackford Public Consultation. Appendix Three: Results of Lockharton Public Consultation. Appendix Four: Priestfield Consultation Comments. Appendix Five: Blackford Consultation Comments. Appendix Six: Lockharton Consultation Comments.

# Appendix One: Priestfield

1. As part of the Traffic Regulation Order (TRO/13/37) procedure for the introduction of a Priority Parking scheme in Priestfield, it is necessary to advertise the proposals for public comments.
2. The formal consultation started on 22 November 2013 and ran until 13 December 2013. A letter was delivered to each household within the area with further information about the proposals, asking residents for their views and inviting them to a public meeting.
3. A public exhibition was held at Prestonfield Primary School on 19 November 2013. This gave residents the opportunity to view the plans and question Council officers about the proposals.
4. In addition to the letter being distributed: street notices were erected throughout the area, a public notice was placed in the press, documents were available for inspection at the City Chambers, plus information was published on the Council's website and Scotland's public information portal, "Tell Me Scotland".

## The Results

5. The consultation elicited 132 individual responses from; 130 residents within the area, one business and a submission from the Grange Prestonfield Community Council. These contributed 395 individual points about the proposals which are considered in detail within Appendix Four.
6. Further examination of the responses reveals that; 103 were considered to be supportive, 19 were objections and 10 were general comments.

Priestfield Consultation Responses

Type	Number	%age of Responses
Support	103	78%
Objection	19	14%
Comment	10	8%
Total	132	100%

7. There are 567 addresses within the proposed Priestfield Priority Parking area and responses were received from 108. Therefore, the percentage of properties that responded was 19% which is about average for a consultation of this nature.
8. The number and pattern of the responses received indicates that there is clear support for the proposals in Priestfield, particularly in parts closest to the north-east of the area near Dalkeith Road.

9. Further information on the numbers of objections or supportive and general comments per street is provided in the table below.

Priestfield Consultation Results by Street								
Street	Properties				Individuals			
	Total	For	Object	Comt*	Total	For	Object	Comt*
Dalkeith Road	1	0	1	0	1	0	1	0
Kilmaurs Road	11	11	0	0	17	17	0	0
Kilmaurs Terrace	3	2	0	0	3	3	0	0
Kirkhill Drive	8	7	1	0	8	7	1	0
Kirkhill Gardens	10	8	1	1	12	9	2	1
Kirkhill Road	24	22	2	0	26	24	2	0
Kirkhill Terrace	3	2	1	0	4	4	0	0
Marchhall Crescent	9	7	2	0	10	8	2	0
Marchhall Road	5	5	0	0	7	7	0	0
Priestfield Crescent	3	1	2	0	5	1	4	0
Priestfield Gardens**	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	5	3	1	1
Priestfield Grove	3	0	0	3	3	0	0	3
Priestfield Road**	<b>23</b>	<b>15</b>	<b>5</b>	<b>4</b>	27	17	6	4
Priestfield Road North	2	3	0	0	3	3	0	0
Totals	109	86	17	9	131	103	19	9

\* Comment.

\*\* More than one type of response was received from one property.

10. It should be noted that no responses were received from Marchhall Place or Priestfield Avenue. Plus the submission from the Community Council is not included within the above table, as this does not regard a specific property within Priestfield but the entire area as a whole.
11. The results show that indications of support were received from 86 households, objections from 17 and comments from 19. There were two households where two different types of response were received and these account for the difference in the above totals.
12. In all but one street, Priestfield Crescent, where responses were received, there were more indications of support for the proposals than there were objections.

#### The Objections

13. There were 19 people who objected to the proposed Order raising 34 separate points, eight were suggested twice or more and will be considered further in this report. While every point raised is analysed in greater detail in Appendix Four.

14. The first two points were; seven residents felt that they should not have to pay to park outside their homes and six suggested that parking permits should be free for residents.
15. While it is understandable that residents wish to park their vehicles outside their own homes, in many areas of Edinburgh there is insufficient kerbside space to accommodate all the competing demands.
16. Therefore, residents have asked the Council to introduce parking restrictions to help them park in their own streets. Since there are costs involved in providing such a service, it is considered that those who will benefit the most, the permit holders, should help contribute towards these running costs.
17. Priority Parking aims to introduce parking places where there is support for the proposals and leave the kerbside space uncontrolled where people have objected to the Order so that they do not have to pay to park outside their own homes.
18. Four of the top eight points can be categorised as residents' concerns about Priority Parking potentially displacing parking pressures to other areas.
19. Six people suggested that introducing parking controls would move commuter problems to other areas. The aim of the proposals is to provide a sufficient number of parking places for residents who already park on the street during the day and want to buy a parking permit. The controls would not remove all non-residential parking from the area but manage existing demands better. Thus controls will help residents without totally removing commuter parking.
20. An additional two comments suggested that the proposals would specifically move problems to the Prestonfield area and two others objected that the controls were not going to be applied consistently throughout the whole area from the start. Such an approach is likely to create displacement as introducing parking places where they are not supported and are likely to remain unused could move problems into Prestonfield.
21. Two people objected to the proposals as they considered displacement would be more dangerous since there is no child crossing support on these routes to the primary school.
22. This has been reported to the Road Safety Team, for their consideration, as they work with primary schools to develop safer routes for children walking and cycling to school.
23. Five people stated that they did not have any parking problems in their area. Parking problems are subjective as being unable to park outside your home may be an issue for one resident whilst it may not for another. However, only a small number have said they do not experience any problems compared to 48 people who have said they support the proposals as it will make it easier for them to park.

24. The final main comment concerns two residents who said that they do not have white access markings painted across their driveways. This is not part of the proposals and such requests should be submitted to the Local Roads Team, through the South Central Neighbourhood Office. Parking Operations will ensure that these comments are forwarded to the Local Neighbourhood Office.

#### The Proposals

25. While there are valid concerns from those who have objected to the proposals, there are equally valid issues for those who support them. The numbers and contents of the responses clearly indicate that there is a strong level of support the introduction of the scheme.
26. Priority Parking is sufficiently flexible to accommodate the majority of objectors who do not want parking places to be introduced outside their homes.
27. As the above table indicates there is support for the introduction of parking places and it is proposed to implement a first phase of parking places close to households that have indicated their support.
28. This will help to ensure that only parking places that are needed and will be used are introduced. It will also better meet the needs of residents by reducing needless street clutter and parking places whilst minimising the potential risk of problems moving to other areas.



## Appendix Two: Blackford

29. The Blackford Priority Parking consultation ran concurrently with the Priestfield one from 22 November to 13 December 2013.
30. Residents were informed about the start of the TRO/13/07 public consultation by a letter delivered to each property within the area. The letter asked residents to indicate to the Council whether they supported or opposed proposals and invited them to a public meeting where they could find out further information on Priority Parking.
31. The public exhibition was held at Prestonfield Primary School on 19 November 2013. This gave residents the opportunity to view the plans and question Council officers about the proposals.
32. In addition to the letter being distributed: street notices were erected throughout the area, a public notice was placed in the press, documents were available for inspection at the City Chambers, plus information was published on the Council's website and Scotland's public information portal, "Tell Me Scotland."

### The Results

33. There are 679 properties within the proposed Blackford Priority Parking area. The consultation elicited 78 responses including; 71 from residents living within the area, four Edinburgh residents from outside the proposed area, a representation from Craigmillar Park Bowling Club, one from East Suffolk Park Proprietors' Association and one from Grange Prestonfield Community Council (GPCC).
34. Further analysis revealed that; 47 respondents supported the proposals, 21 objected and 10 offered general comments.

#### Blackford Consultation Responses

Type	Number	%age of Responses
Support	47	60%
Objection	21	27%
Comment	10	13%
Total	78	100%

35. Of the four people who live outside of the proposed area, three objected and one made general comments.
36. Removing those who live outside the area and the GPCC which does not relate to a fixed address, it can be considered that the remaining 73 responses came from 63 properties. As a percentage of properties within the area, this equates to a return rate of 9% which is significantly lower than average for a consultation of this nature and around half the expected rate.

37. A further breakdown of the results per properties and individuals is provided in the table below.

Blackford Consultation Results by Street								
Street	Properties				Individuals			
	Total	For	Object	Comt*	Total	For	Object	Comt*
Blackbarony Road	1	1	0	0	2	2	0	0
Craigmillar Park	3	0	2	1	3	0	2	1
Crawfurd Road	5	5	0	0	6	6	0	0
East Savile Road	3	2	1	0	5	3	2	0
East Suffolk Park	1	1	0	0	1	1	0	0
Gilmour Road	9	5	2	2	11	6	2	3
Gordon Terrace	2	2	0	0	3	3	0	0
Granby Road	9	4	4	1	11	5	5	1
Hallhead Road	6	3	2	1	6	3	2	1
Lygon Road	5	3	0	2	5	3	0	2
Mayfield Road	2	1	1	0	2	1	1	0
Ross Road	2	1	1	0	2	1	1	0
Savile Terrace	3	2	1	0	3	2	1	0
Suffolk Road	2	1	1	0	2	1	1	0
West Savile Road	5	5	0	0	5	5	0	0
Wilton Road	5	4	1	0	6	5	1	0
Sub-Total	63	40	16	7	73	47	18	8
Outside	4	0	3	1	4	0	3	1
Totals	67	40	19	8	77	47	21	9

\* Comment

38. There were no responses received from residents in East Suffolk Park or Esslemont Road, and the GPCC representation was not included in the above table, as it does relate to a specific property within Blackford but the area as a whole. Gilmour Road and Granby Road received both the greatest number of responses from properties in one street (nine) and the greatest number of residents who responded from one street (11).
39. The results indicate that support was received from 40 households, objections from 19 properties and comments from eight more. This is a comparatively small number of responses when considering that there are 679 households in the area. Furthermore, the Priestfield area produced a good rate of response and is relatively similar in nature.
40. The low rate of return in the Blackford area reduces the confidence that the sample is representative of the whole neighbourhood and that the majority of residents support the introduction of the scheme.

41. The results suggest that there is very little support for the introduction of the Priority Parking proposals. The 40 households equal approximately just 6% of the properties within the area. Plus these indications of support are spread across the whole area making for a very patchy spread of support. This suggests that support is in response to local issues and not one commuter parking problem throughout the entire area that needs addressed. While Priority Parking schemes are flexible enough to be introduced where there is support for parking controls this needs to be as a result of one significant problem.

## The Objections

42. There were 103 separate reasons submitted by people either objecting to or supporting the introduction of Priority Parking received during the consultation period. All these comments are considered in full in Appendix Five.
43. Turning to the 21 objections, 52 separate reasons were presented against the proposed Order and these were referenced on 74 occasions. Only five were suggested more than twice.
44. The main reason for objecting to the order was submitted by eight residents who stated that the parking restrictions are not necessary. It is clear that since this is a large area, the demands on the available kerbside space and residents' views on the need for parking restrictions are likely to change from one street to the next.
45. Much like those that support the introduction of the controls, those who object are spread throughout the area. This does not make it easy to identify clear areas where there is support and opposition to the proposals.
46. The second highest reason, offered by four residents, was they do not want to pay for parking permits. The Council has always considered that those who will benefit the most, the permit holders, from this service should help contribute towards its running costs.
47. Priority Parking aims to introduce parking places where there is local support for them and it is not the intention to put parking places which would not be used by residents, there is little value in such an approach which could move pressures to other areas without helping anyone.
48. Another three reasons were quoted three times including: many houses already having drives; problems being caused by staff and students at the University of Edinburgh's King's Buildings campus and not commuters; and the scheme will create more problems.
49. The main aim of the scheme is to help those without access to a private off-street parking place to park near their homes.
50. While there are a number of possible trip generators in Blackford, the Council does not know the specific reasons why each vehicle parks in the area and one particular source cannot be accredited as more significant than any other.

51. A vehicle being used by staff or students attending King's Buildings is likely to mirror the parking pattern of a commuter. That being the case its impact is likely to have the same effect on preventing residents from parking near their homes. Therefore, Priority Parking will be able to tackle part of this demand and there should be no distinction between a vehicle being used by a student or academic and one belonging to someone working in the city centre.
52. Some residents consider that the proposals will add to the current parking pressures. It is said that there will be problems with residents competing over parking places, find out permit prices and then applying for them.
53. Residents already share the same kerbside space as it is available on a first come, first served basis and this would not change for permit holders should the scheme be introduced. However, it would give them a priority over other road users during the hours of control.
54. While residents may feel that the Priority Parking could make matters worse for them, without specific reasons these cannot be considered fully.

#### The Proposals

55. While it is clear from those who responded to the consultation that there is support for the introduction of Priority Parking in Blackford, this must be considered in the context of a very low response rate.
56. That being the case it is questionable whether this sample is representative of the views of local residents and if there is sufficient support for the proposals.
57. Similar to the informal consultation there are pockets of support for Priority Parking, but it is sporadic and it is not considered to be sufficiently concentrated in locations which would allow for the formation of a viable scheme.
58. In areas where only one or two comments were received in favour of the proposals, it could be viewed that introducing parking places is for the benefit of a small number of individuals or households only.
59. This approach could encourage requests from elsewhere in the city where individual residents would like a controlled parking place introduced for their exclusive use.
60. Since there are only 40 households, out of a potential 679, which support the proposals, it is considered that there has been insufficient indications of support within the overall area to support proceeding with this proposal.
61. However, a similar situation arose in both the Blinkbonny and Telford areas when proposals for Priority Parking were consulted upon. Despite strong indications that parking problems existed and that measures to address those problems would be supported, the consultation responses were both low in number and inconclusive in terms of the result. In both instances the Council decided that it would be beneficial to repeat the consultation exercises with a view to encouraging more residents to respond.

62. While the second Telford consultation has yet to be carried out, the second consultation in Blinkbonny resulted in an increased response rate, with a clearer result in terms of the ratio of support to opposition. It is hoped that a carefully worded letter, indicating the importance of responding, would have a similar effect in the Blackford area.

# Appendix Three: Lockharton

- 63. The Lockharton Priority Parking public consultation ran from 8 November to 29 November 2013.
- 64. To start the TRO/12/73 public consultation a letter was delivered to each property within the area which included further information on the proposals and invited residents to indicate whether they objected or supported the proposals.
- 65. In addition to the letter being distributed: street notices were erected throughout the area, a public notice was placed in the press, documents were available for inspection at the City Chambers, plus information was published on the Council's website and Scotland's public information portal, "Tell Me Scotland".
- 66. A public meeting was not held in this area, as there were no requests from the Community Council to discuss the proposals further.

## The Results

- 67. There are 198 properties within the proposed Lockharton Priority Parking area. The consultation elicited 48 responses including; 46 from residents living within the area, one from a resident in Lockharton Gardens and a representation from The Wickets Residents' Association.
- 68. Further analysis reveals that; 28 respondents support the proposals, 16 objected and 4 offered general comments.

Lockharton Consultation Responses

Type	Number	%age of Responses
Support	28	58%
Objection	16	34%
Comment	4	8%
Total	48	100%

- 69. The person from outwith the area submitted a letter with general comments about the proposals.
- 70. Not considering the letter from outwith the area and the representation from the Residents' Association which does not relate to a fixed address, the remaining 46 responses were received from 38 properties. As a percentage of properties within the area, this equates to a return rate of 19% which is about average for a consultation of this nature.

71. A further breakdown of the results per properties and individuals is provided in the next table.

Lockharton Consultation Results by Street								
Street	Properties				Individuals			
	Total	For	Object	Comt*	Total	For	Object	Comt*
Colinton Road	2	1	1	0	2	1	1	0
Craiglockhart Terrace	23	17	4	2	28	22	4	2
Meggetland Terrace	13	3	9	1	16	4	11	1
Sub-Total	38	21	14	3	46	27	16	3
Others	2	1	0	1	2	1	0	1
Totals	40	22	14	4	48	28	16	4

\*Comment

72. The response from outside the area and the supportive comments from The Wickets Residents' Association are included in the 'Others' section, while they do not relate to specific properties they do regard parts of the area in question.
73. The results indicate that support was received from 22 households, objections from 14 properties and four made general comments. While 28 people support the proposals, 16 objected and four offered general comments.
74. There is a clear difference of opinion between residents who live in Craiglockhart Terrace and those who live in Meggetland Terrace.
75. The majority of residents who responded to the consultation from Craiglockhart Terrace support the introduction of Priority Parking whilst the majority of those who responded from Meggetland Terrace have objected.
76. From the 48 representations received, there were 151 individual points submitted for consideration. The main issues will be considered further.

#### The Objections

77. The main reason given by people for objecting to the Priority Parking scheme was that they did not have any parking problems and therefore considered that the proposals were not necessary.
78. This was stated by 12 people with the majority, nine, living in Meggetland Terrace, two in Craiglockhart Terrace and one in Colinton Road.
79. Since parking problems are subjective, it is possible for residents in the same area or the same street to have different views on parking outside their homes.

80. It is clear from the consultation results that residents in Meggetland Terrace do not support the introduction of parking controls in their street. There is little merit in introducing residents' parking places which are unlikely to be used. Therefore, it is proposed to delay such places to a second phase, only introducing them if necessary and if there is evidence to suggest that local residents want them.
81. The second main issue that was raised concerned private driveways within the proposed area and nine different points were raised 13 times regarding this issue.
82. Whilst the plans did not include every new driveway that has been built recently, it is not the case that parking places are introduced across private drives.
83. There were also concerns that the proposals would encourage more people to create driveways on their properties. However, Priority Parking is a low-cost solution to help residents park closer to their homes without having to pay for the construction of a private drive.
84. The third major reason raised by residents regarded the extension of the S3 Controlled Parking Zone (CPZ). The draft Order does not propose any changes to the S3 zone and therefore, these points are mainly considered to be comments.
85. Four people said that parking problems only started when S3 was introduced and that reducing its extent should be considered first before any further parking restrictions are proposed.
86. The CPZ was extended into Merchiston to address commuter parking problems and there is little evidence from residents within the zone to support the request for the reduction of its boundary. One of the main criticisms of the CPZ extension is that it moved commuter parking pressures to the next nearest unrestricted street.
87. Priority Parking aims to minimise potential displacement of parking problems by finding a balance between the numbers of parking permits purchased and parking places provided.
88. There were also requests for parking charges in S3 to be reduced to attract more commuters to park in the zone which runs counter to the rationale for its implementation.
89. Parking charges in S3 fall into the lowest price category at £1.00 per hour. Maximum stay periods apply in public parking places, usually up to 4 hours and there are no plans to amend such restrictions at this time. Reducing charges or removing maximum stay periods could encourage more commuters to drive into Edinburgh rather than use public transport or active travel alternatives.



90. The next concern regarded the Wickets development and the cul-de-sac in Craiglockhart Terrace. While there was a concern about possible displacement of parking into the Wickets, residents did not believe that parking places were necessarily needed from the beginning. Since there is little support from residents in some parts of Craiglockhart Terrace fewer parking places could be required and it is expected that parking places would only be introduced in the Wickets during a second phase if they became necessary.
91. Turning to the Craiglockhart Terrace cul-de-sac between numbers 28 and 41, three responses were received from residents in this section requesting the introduction of residents' places. However, there are few sections within the cul-de-sac which would be suitable for the introduction of parking places, as there are a number of driveways and private accesses. Marking parking places could reduce the available space for residents and it lends itself more toward a mews status. However, with few indications of support and being outwith the CPZ this approach is not being considered.
92. Once an Order has been advertised for public comment additional parking places cannot be added and another TRO would require to be started to introduce parking places in the cul-de-sac. It is proposed to monitor the situation and make further changes through a variation Order in the future, if necessary.
93. The next major issue relates to the footway opposite numbers 12 to 21 Craiglockhart Terrace. There are no proposals relating to this area as part of the Priority Parking proposals. A previous Order, to introduce waiting restrictions along the length of the pavement, was abandoned as this would also have reduced parking opportunities for residents.
94. It is clear that residents want something done about this pavement but there is no one option that is widely supported. A number of suggestions range from introducing double yellow lines or residents' parking places to narrowing or removing the pavement altogether. Physical changes to the streetscape are outwith the remit of Parking Operations and these comments have been reported to the Local Roads Office.
95. There were a number of different comments regarding the nursery in Craiglockhart Terrace and these, along with every other comment received, are considered further within Appendix Six. However, it is important to note that Priority Parking is not being proposed to help the nursery or parents of children attending it, but to improve parking opportunities for local residents.

#### The Proposals

96. It is clear from the results of the consultation that residents in Meggetland Terrace do not consider parking controls to be necessary. However, residents living in Craiglockhart Terrace have said that they have problems parking outside their homes and support the introduction of the proposals.
97. The benefit of Priority Parking is that it is sufficiently flexible to allow controls to be introduced in streets where there is support for them whilst retaining the unrestricted nature of others where residents oppose the proposals.

98. It is proposed to introduce parking places in Craiglockhart Terrace adjacent to households which support the proposals. It is also proposed to delay parking places in Meggetland Terrace until a second phase, if necessary.
99. The geography of the area lends itself to this approach as the indications of support in Craiglockhart Terrace are more concentrated and this will be reflected in the scheme.
100. In addition, with the introduction of a number of new driveways in Meggetland Terrace there is less likely to be support for the scheme in this street. However, similar opportunities do not exist for many houses in Craiglockhart Terrace and there is much less off-street parking available.
101. Therefore, it is recommended to introduce a first phase in Craiglockhart Terrace and delay parking places in Meggetland Terrace until such time that there is evidence available to suggest residents need additional help to park in their street during the day.

Appendix Four: Priestfield Priority Parking Consultation Responses

Number	Reason	Response	Action	
48	The scheme will make it easier for residents to park & tackle commuter parking.	The main aim is to help residents park closer to their homes during the day by creating areas which cannot be used by all-day commuters.	No actions proposed.	
22	Double parking problems.	The Priority Parking proposals cannot tackle such problems entirely but if it becomes law, it is expected that the Responsible Parking (Scotland) Bill will give the Council more powers to better tackle this issue.	No actions proposed.	
22	Commuters speed in the area to get to a vacant space.	A 20mph speed limit was introduced to tackle excessive speed and enforcement of this is a matter for Police Scotland.	No actions proposed.	
Commuter Pressures	17	Commuters circle area looking for a space.	All-day commuters will not be able to park in the permit holders parking places during the controlled period. This may help to reduce the pressure some residents feel they are under from other motorists to move their vehicles in the mornings. If permit holders are parked in the parking places, commuters will not be able to leave their vehicles there for the whole day and this may reduce such instances in the future. However, some residents have said that they have had to circle the area to find a parking place in the mornings.	No actions proposed.
	9	Commuters waiting for residents to vacate space.		
	3	Commuters follow residents to their vehicles to get the space.		
	2	RESIDENT: I have to circle area looking for space after taking children to school.		
17	Difficult for trades persons' to park or load/unload.	Trades' permit holders will be able to park in the permit holders' places during the controlled period. Visitors' parking permits will also be available and can be used by trades' persons.	No actions proposed.	
16	Difficult for residents to park during the week.	The main aim of the scheme is to help residents park closer to their homes during the day between Monday and Friday.	No actions proposed.	
Driveways	15	Parking across driveways.	While some elements of the scheme may help to prevent inconsiderate parking at driveways, this is not the main aim. If the Responsible Parking (Scotland) Bill is made it is expected to tackle such problems better.	No actions proposed.
	3	No white lines across drive.	Residents can submit requests for the introduction of Access Protection Markings across their driveways to the Local Roads Team. There is a charge for this service.	No actions proposed.
	1	Many properties have drives but residents don't use them.	Any road worthy, insured and correctly taxed vehicle can park on the public road and the Council can only introduce parking controls to manage who uses the road space.	No actions proposed.
	1	Give free permits to households without drives.	Parking Operations do not know which households have drives or access to off-street parking places. However, it is considered that residents permit holders who benefit from the introduction of the scheme should help contribute towards its operating costs.	No actions proposed.
ont.	1	Too many driveways limit residents parking.	Parking Operations do not have any powers to prevent residents from creating driveways on their property.	No actions proposed.

Driveways c	1	Will not give the Council any money and will change garden into a drive.	Priority Parking is a flexible approach and it is only intended to introduce parking places where they are supported by local residents. Unrestricted spaces will remain in each street for residents who choose not to buy a permit to park in. This is a low-cost solution and permit prices are considered to be much lower than the cost of constructing private parking.	No actions proposed.
	12	Cannot re-park in my street during the day.	The parking places will keep areas free from all-day commuters and long-term non-residential vehicles for residents' permit holders.	No actions proposed.
Access	9	Access difficult for emergency services.	Five of comments were received from residents in Kilmaurs Road and the remaining four were received from residents in Marchhall Road. In Kilmaurs Road, all the junctions are treated with DYLS to ensure access and the road width is 10m. With parking on both sides of the street it is expected that around 6m would be available for access. In the case of Marchhall Road, the road is 8m wide and with parking on both sides 4m should be available for access. The Council did not receive any comments from the emergency services regarding this proposal.	No actions proposed.
Access	8	Priestfield Road becomes narrow and one-way.	The aim of the proposal is not to remove all parking from the area and it is likely that vehicles will continue to park on Priestfield Road. There is also an argument that single-lane roads and reduced sight-lines can actually reduce vehicle speeds as drivers approach with caution as they do not know if another vehicle is approaching from the opposite direction. Therefore, greater visibility can actually increase average speeds in some cases.	No actions proposed.
Long-term	9 8 6	Long-term parking for holiday makers. Long-term parking by students. Commuter parking is a problem but so is long-term non residential parking.	While the proposals will not remove all commuter or long-stay parking from the area, it will create places where such parking is not permitted and which will make it easier for residents' permit holders to park in their street.	No actions proposed.
Scottish Widows	8	Problems created by Scottish Widows.	The Council does not have any information on the reason why commuters choose to park in this area. That said, parking for employment purposes is likely to be one of the main causes of commuter parking pressures in residential areas.	No actions proposed.
	1	Do the Council think Scottish Widows staff will take the bus?		
	8	Displacement.	The aim of the scheme is to help residents park closer to their homes and only provide spaces for those who want to purchase a parking permit. It is intended that parking pressures are contained within the area and minimise the risk of problems moving to other areas.	No actions proposed.
Pay	7 7	Should not have to pay to park outside home. Permits should be free for residents.	It is considered that permit holders will be the main beneficiaries of the scheme and they should help contribute towards its running costs.	No actions proposed.
	5	Do not have any parking problems.		
			It is clear that some residents will not have concerns with other motorists parking in	No actions

No Problems	1	No problem with business users parking in the street during the day.	their street during the day, for instance if residents use their vehicle away from their home during the day and only need to park outside their home during the night. In such situations the proposals will have little impact on such residents. However, it likely depends on personal circumstances whether a resident considers the proposals are necessary or not. The aim is to help residents who need it and avoid inconveniencing those who do not.	proposed.
Safety	5 2	Safety for children. Move problems to Prestonfield where there is no lollipop support for children walking to school.	The Council's primary aim is road safety. The scheme is likely to help parents of children park closer to their homes and reduce their need to cross the road. Concerns about the routes to school have been passed to the Road Safety Team for their information.	Reported concerns to Road Safety Team.
Priestfield Grove	5 5 5 4 1 1 1 1	No Through Road sign for Priestfield Grove. Problems accessing Priestfield Grove. Do not want DYL in Priestfield Grove. DYL Priestfield Grove & Crescent junction. Introduce SYL in first part of street. Priority Parking places in Priestfield Grove. Restrictions at entrance to Priestfield Grove.  Single yellow lines for Priestfield Grove.	Residents were concerned about two recent incidents in Priestfield Grove where vehicles allegedly damaged boundary walls due to lack of turning space in the street. While it is clear that residents want something done about this there is little consensus and conflicting suggestions on what approach should be taken. The informal consultation did not suggest that parking places were required within the street and as a result introducing any would need to pass through another legal process. A new no through road sign has been ordered and will be introduced at the entrance.	A new sign has been ordered and the requests for yellow lines sent to Local Roads Team.
	5	Residents using various materials to mark out their parking place on the road.	It is not appropriate to leave any foreign objects on the road and the Council will remove such items.	Reported to Local Roads Team.
	5	No available parking for visitors.	Visitors can park in unrestricted areas free of charge. It is expected that the parking places will create better parking opportunities for visitors which would've previously been occupied by all-day commuters. Visitors' permits are also available for residents' to purchase.	No actions proposed.
Nursery	4 1	Nursery in Kilmaurs Terrace creates a lot of congestion.  Parking place for nursery parents dropping off children in Kilmaurs Road.	Priority Parking supports parents and children attending the nursery by creating parking opportunities that might not otherwise exist. In doing so Priority Parking will provide an improvement in the management of parking associated with the nursery and reduce the impact of inconsiderate parking practices.	No actions proposed.
Gardens	4	No current parking problems but there will be if Priestfield Gardens are excluded so this street needs to be included.	There were very few responses from residents in Priestfield Gardens during the informal consultation and as a result parking places were not included within the draft Order. Additional spaces cannot be added once an Order has been advertised	No actions proposed.

Priestfield	1	Agrees that there are no restrictions in Priestfield Gardens.	but residents will still be able to purchase parking permits for the area if the scheme proceeds. The results of the formal consultation from Priestfield Gardens are unclear as only three residents supported the scheme, one objected and offered general comments.	
	4	Commuters dump rubbish in the street.	This is outwith the scope of this consultation.	Reported to Environmental Wardens.
	4 3	Extend controlled period until 3pm to cover shift workers. Introduce an afternoon controlled period.	The 90 minutes controlled period could not be expected to cover every eventuality or shift pattern. However, it will prevent all-day commuters from parking in the permit holders places. To ensure the low-cost nature of the scheme it is essential that a maximum period of 90 minutes is restricted otherwise enforcement costs and as a result permit prices would likely increase.	No actions proposed.
	3	Parking problems reflect the large number of guest houses in the area.	There are a number of guest houses in the area and such parking can impact on residents' ability to park near their homes. Parking for guest house visitors will be available in the unrestricted areas.	No actions proposed.
CPZ	2	CPZ needed to eliminate all commuter parking.	Introducing a CPZ or measures similar to such controls will move parking problems to other areas and will likely lead to further requests for parking controls in new areas. The Council does not have the funds available to continue to introduce such restrictions across the city.	No actions proposed.
	1	Parking places should cover the entire street.		
	1	Wants unrestricted areas to have public parking places.		
CO2	2 1	Permits should not be linked to CO2. Should not be an additional cost for second vehicles.	Parking permits are linked to the CO2 emissions of a vehicle and there is a higher charge for second permits in a household to encourage residents to consider the environmental impact of their private travel choices.	No actions proposed.
	Approach	2 2	Restrictions should be consistently applied across whole area. Geographical variation; severe problem in Kilmaurs but not in Priestfield Avenue.	It is not the intention of the Council to introduce parking restrictions where they are not necessary or supported by local residents. It is considered that a one size fits all approach is now inappropriate and Priority Parking will allow the proposals to be tailored to better meet the needs of residents.
		2	Proposals will shift problems to other areas: Prestonfield.	Any new parking restrictions cannot guarantee that pressures will not move to other areas, the aim of Priority Parking is to minimise any impacts by only introducing parking places where they are needed and will be used by residents. The aim of the scheme is not to remove all non-residential parking but to better manage it.
	2 2	Problems become worse since the introduction of B1. Problems are only a result of controls elsewhere.	There were already requests from residents in the Priestfield area to consider parking controls prior to the introduction of the B1 Priority Parking Area and even before the CPZ was extended. There could be any number of factors for the perception of parking problems becoming worse in recent times.	No actions proposed.
	2	Dalkeith Road residents take up 30% of parking space.	Dalkeith Road residents are unable to park on their street during the day and are considered to be residents of this area and must be accommodated.	No actions proposed.

	2	P&R should be closer to the city centre.	The aim of Park and Rides are to prevent commuters from needing to drive into the city centre, bringing pollution and congestion nearer to residential areas. Introducing a P&R closer to the city centre would be counter-productive and not reduce such problems.	No actions proposed.
	2	Resurface roads and pavements in Priestfield.	This is outwith the scope of this consultation.	Reported to Local Roads Team.
	2	Problems for delivery vehicles.	It is expected that more parking opportunities will be available in the parking places for those making deliveries in the area as spaces were previously occupied by all-day commuters.	No actions proposed.
Money	1 1	Proposals are a way to generate funds for the Council. The scheme is a money making idea.	This is not the aim of the scheme which is well supported by local residents. Income from parking permits will help to contribute toward enforcement costs and is unlikely to create a surplus.	No actions proposed.
Phasing	1	Introduce all of phase 2 at the start. Residents will need to justify and argue for spaces.	It is not considered appropriate to introduce all the parking places at once. Doing so could introduce places that are not needed, remaining empty during the day which will increase the potential of moving parking pressures elsewhere. It could also make some residents feel that they have no option but to purchase a permit and introduce unnecessary road markings and signs. The Council will work with residents to introduce places where they are needed and respond positively to their feedback.	No actions proposed.
	1	Include west part of Priestfield Road, Priestfield Road North, Kilmaurs, Kirkhill and Marchhall Roads in first phase and in full.		
Health Care	1 1	Dentist patients parking. Commuter parking prevents health care professionals parking near their patients.	Short-term visitors can park in unrestricted areas free of charge. They can also park in the parking places outwith the controlled period and may find more parking opportunities are available in these areas which could've been previously occupied all day by commuters.	No actions proposed.
Business	1 1 1	No parking for customers or staff. Relocate business out of town as a matter of priority if proposals implemented. It will help short-term parking for local businesses.	This company was concerned that there would be no parking opportunities available for its customers should the scheme proceed. However, visitors can park in unrestricted areas all-day and in the parking places outwith the controlled period. There may be more parking opportunities available for visitors to the area in the parking places in spaces which were previously occupied all day by commuters.	No actions proposed.
Markings	1	Refresh road markings and surface at same time.	Road surface renewal is outwith the scope of this proposal and this has been reported to the Local Roads Team. The requests for refreshing road markings have been passed to the Council's maintenance contractor.	Reported to Local Roads Team and maintenance contractor.
	1	Renew DYL at Kirkhill Drive & Priestfield Road.		
ces	1	Relocate residents' space opposite 35 Priestfield Road to outside my house.	It is not possible to amend the locations of parking places once an Order has been formally advertised. While a space cannot be guaranteed outside the property of	No actions proposed.

Specific Parking Pla	1	Extend parking place outside 2 Kirkhill Gardens up to DYL.	every resident who supports the scheme it is intended that one will be within a suitable distance. However, these suggestions will be noted if future changes are required.	
	1	Doesn't want place outside xx Priestfield Road. (House number removed intentionally)	These parking places will not be included within phase one and will be held in reserve in case they are needed in the future.	Remove parking places from phase 1.
	1	Parking place will block my drive in Priestfield Crescent.		
	1	No impact assessment of residents cars and if spaces will be sufficient.	The Council do not have access to vehicle ownership records. However, parking surveys have identified the potential number of residents' vehicles in the area and the consultation results will also inform how many parking places may be required. The phased approach aims to ensure that the correct number of places is introduced and meets the needs of local residents.	No actions proposed.
	1	Some pay areas between 8-11am for visitors.	Unrestricted areas and visitors' parking permits can be used by guests to park in the area during the day. It is unlikely that commuters will want to pay to park when unrestricted areas are available and therefore residents may end up having to pay a parking charge to park in their streets during the day.	No actions proposed.
	1	Areas around tennis courts should be controlled to provide parking opportunities for players outwith controlled times.	Parking places will be introduced near to residents' homes who want to use them rather in areas where there are no houses, which would result in non-residential parking outside homes. Public parking places could be used by any motorists and could not guarantee spaces for specific groups during the day.	No actions proposed.
	1	Encouraging people in Edinburgh to walk and cycle but still allowing those outside to drive to places like Priestfield.	The Council encourages everyone coming into Edinburgh to consider smarter travel choices, such as Park & Ride sites. However, the Council does not have any powers to prohibit vehicles from outside the city parking in uncontrolled areas and not all commuters live outside of Edinburgh.	No actions proposed.
	1	People who choose to live further from their work should not expect free parking outside the homes of those who choose to live near their place of work.	Any vehicle can park in an unrestricted area. The aim of Priority Parking is to create parking places where residents have priority over other road users during the day.	No actions proposed.
	1	Why were two costly consultations necessary?	The first consultation was to find out if there was support for Priority Parking and if there was to design a more responsive proposal based on parking survey data and residents' views from the initial discussions. The second consultation forms part of the necessary legal process. It is considered that this approach provides value for money better reflects the views of residents.	No actions proposed.
	1	Doesn't want to look out onto commercial vehicles parked at junction of Priestfield Road and Kirkhill Road, outside tennis courts.	The Council has no power enabling it to prohibit the size or height of vehicles parking in uncontrolled areas. It is considered that parking places should only be introduced near residents' homes to help them park during the day.	No actions proposed.



1	More parking places in Kirkhill Terrace.	The Order includes six parking places in Kirkhill Terrace which could accommodate 17 vehicles. When considering that four indications of support and no objections were received from residents in this street it is expected that a sufficient number of parking places have been included within the Order.	No actions proposed.
1	Requests a road safety audit - physical traffic calming on Priestfield Road.	This is outwith the scope of these proposals but will be reported to the Local Roads Team.	Reported to Local Roads Team.
1	Restrictions would help patients but restrict staff parking opportunities so they ran a petition.	Parking Operations were informed about a petition in the area but unfortunately, this was not received during the formal period for objections and therefore, it cannot be included within the final results. However, the petition stated that the Council wanted to change all the kerbside space in the area into residents' parking places. This is not the case as unrestricted areas will remain. Therefore, it can be considered that the wishes of the signatories are accommodated within the proposals.	No actions proposed.
1	No problems so unfair being penalised in scheme.	The aim is to introduce parking places where residents support them and avoid introducing places where there is clear opposition to avoid residents feeling this way. However, this cannot be guaranteed where there are differences of opinion between neighbours.	No actions proposed.
1 1	Prestonfield is excluded. Should include all of Prestonfield.	Previous consultation revealed that residents in Prestonfield did not support the introduction of parking restrictions and therefore, the area was not included in these proposals.	No actions proposed.
1	Proposals only where houses are privately owned.	Parking Operations do not have any information on which properties are occupied by the property owners or tenants. The proposals were based upon parking survey data and responses from residents living within the area at the time of the consultations. However, any interested party can comment on or object to the Order and will have their views considered.	No actions proposed.
1	Council has an anti-car policy but the city doesn't have a congestion problem.	The Council has no such policy. It is recognised that the continued growth of private vehicle use in the city is unsustainable and that encouraging smarter travel choice such as walking and cycling can help to tackle poor air quality and climate change.	No actions proposed.
1 1	Restrict all parking on Priestfield Road. More parking places on Priestfield Road.	It is not considered appropriate to introduce restrictions at all the kerbside space on this road as not all residents support the Priority Parking scheme and this will ultimately move parking problems to other areas.	No actions proposed.
1	Noise from commuters.	The Council cannot take action against general traffic noise.	No actions proposed.

1	If on-street parking is still available then there is no reason to suppose that commuters will stop trying to park in the area. The nuisance of motorists patrolling the streets in search of spaces and blocking driveways will not be alleviated, it is likely to be worsened.	The aim of the scheme is not to remove all non-residential parking from the area but to ensure that spaces are available for residents during the day. Residents should be under less pressure from commuters to move their vehicles if they are parked in a permit holders place as such spaces cannot be used by all-day commuters.	No actions proposed.
1	IT failure has meant that some residents' comments were not recorded but, apparently, with no way to identify which or how many.	The CPZ mailbox was full, due to the number and size of responses received, for less than a day. Anyone sending an e-mail to the mailbox would've received an acknowledgement which indicated their e-mail couldn't be delivered. There is no way to identify how many people may have been affected by this.	No actions proposed.
1	GPCC wants assurances that there will be consultation on the extent and timing of both phases.	The phases will be based upon the results of the public consultation and residents will be informed before any parking places are introduced.	No actions proposed.
1	Introduce limited single yellow lines, enforceable for the same periods, where it is too narrow to allow parking on both sides and a residents' bay is proposed.	The Police can already take action where a vehicle is parked that will obstruct the passage of traffic on any road.	No actions proposed.
1	Visitors' permits should be linked to CO2.	This is not practical as residents are unlikely to know which vehicles they will be used on.	No actions proposed.
1	Residents don't like to park next to hedge in Kirkhill Drive at night due to break-ins.	Consideration will be given to introduce any parking place sin Kirkhill Drive on the south side of the street first.	No actions proposed.
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Appendix Five: Blackford Priority Parking Consultation Comments

Number	Reason	Response	Actions	
19	Hard to park near my home during the day.	The aim of Priority Parking is to help residents park closer to their homes during the day.	No actions proposed.	
University	11	Problems are caused by University staff & students not commuters.	The Council does not have any evidence to suggest that specific vehicles belong to staff or students attending the University of Edinburgh's King's Buildings campus. However, such commuting could prevent residents from parking near their homes during the day.	No actions proposed.
	2	The order doesn't deal with the needs of staff and students at King's Buildings and they will not disappear.	The main aim is to help residents park closer to their homes which is being made difficult by non-residential parking in the area, unrestricted spaces will remain for such motorists. It is not the responsibility of the Council to accommodate parking for organisations on the public road.	
	1	University restricts parking in its own areas but happy to cause congestion and danger elsewhere.	The Council are not responsible for parking on private land and there is no requirement to find parking space for commuters. However, the aim of the controls is not to remove all non-residential parking from the area.	
11	Many commuters take the bus from here to other destinations.	The area is well served by buses into the city centre and this may attract motorists to park and ride in the area.	No actions proposed.	
8	Parking restrictions are not necessary.	The Priority Parking approach focuses on streets where there are parking problems and where controls are supported by residents. There is no desire to introduce parking restrictions where they are not welcomed by local residents.	No actions proposed.	
5	Long-term parking - people going on holiday.	The parking survey data indicated that there was an element of long-term parking in the area.	No actions proposed.	
5	Hard for guests and trades people to park.	It is expected that the permit holders' spaces will provide parking opportunities for short-term visitors and those making deliveries during the day outwith the controlled period. Visitors' and trades' parking permits can also be used in the parking places.	No actions proposed.	
4	Hard to park near my home on Saturdays.	The scheme is only proposed to operate Monday to Friday.	No actions proposed.	
4	Wants an additional parking place in Granby Road adjacent to the boundary of 16 Suffolk Road in phase 2.	Once a draft Order has been advertised it is not possible to add new parking places to the scheme. Should additional parking places be needed these would need to pass through another legal process and such action would only be considered if all the phase 2 places had already been introduced.	No actions proposed.	

Driveways	4	Inconsiderate parking across drives.	While some elements of the scheme may help to prevent inconsiderate parking at driveways, this is not the main aim. If the Responsible Parking (Scotland) Bill is made it is expected to tackle such problems better. Parking Operations do not consider applications for new driveways and this is a low-cost scheme to help residents park outside their homes.	No actions proposed.
	3	Many houses already have drives		
	2	Too many people have already changed gardens to driveways		
	2	Encouraging residents to change their gardens to drives		
	1	People should expand driveways not take up public road for private parking		
	1	Proposals will stop people changing gardens into drives		
Paying for permits	4	Do not want to pay for parking	It is the choice of each resident whether they wish to purchase a parking permit or not. The aim of Priority Parking is to introduce parking places where they are needed, supported by local residents and will be used. Therefore, it is not intended to put parking places outside the homes of people who did not support the proposals. However, this cannot be guaranteed where there are differing opinions among neighbours.	No actions proposed.
	1	The proposals mean I'd have to pay to park outside house		
	1	Unfair that some residents have to pay to park outside their homes and others don't.		
Money	3	Restrictions are another charge, tax or financial burden on residents when times are tough.	The Council has no desire to introduce parking restrictions where they are not supported by local residents. The Council's transport budget is completely separate from police matters.	No actions proposed.
	1	Rather money spent on local policing.		
	1	Save money by not proceeding with scheme.		
	3	Insufficient number of residents' parking places on Wilton Road and East Savile Road.	The number of parking places were based upon parking survey data and the responses from residents during the informal consultation.	No actions proposed.
	3	B&B visitors cause problems	The scheme will not prevent visitors to guest houses from parking in the area.	No actions proposed.
	3	Insufficient spaces in Gilmour Rd between Wilton Rd & Lygon Rd put more space on west side.	There are three houses in this section and since each household can purchase a maximum of two permits, the six parking places in the draft Order are considered to be sufficient. Parking places nearby could accommodate visitors.	No actions proposed.
	2	Wants a Controlled Parking Zones (CPZ)	The Council has previously decided that new CPZs cannot be considered for areas with less than 1000 and require considerable financial resources which the Council doesn't have.	No actions proposed.

	2	Signs were not evenly spread, none in Blackbarony Road, only up for one day.	The public notices are not a legal requirement but were erected in Blackbarony Road and the Council did not remove them after one day. A notice was put in the Scotsman newspaper and information was available online.	No actions proposed.
	2	Two controlled periods, another in the afternoon	To ensure that the Priority Parking remains a low-cost scheme only one 90 minutes controlled period is proposed.	No actions proposed.
	2 1	Happy with finding parking as the situation is now. Very few occasions when been unable to park close to our home	Since parking pressures vary across the area and due to personal circumstances, it is likely that some residents will not need help to park during the day.	No actions proposed.
	2	Competition for unrestricted spaces will be greater and people will arrive earlier to use them	The aim is to help residents park during the day but the unrestricted spaces can still be used by commuters free of charge.	No actions proposed.
	2	Spaces outside bowling green will fill up immediately leaving no space for bowlers at any time of the day.	Motorists will be able to use unrestricted spaces and empty residents' parking places outside the controlled period. Therefore, they will still be able to park in the area for shorter periods.	No actions proposed.
	2	Gordon Terrace is a popular commuter parking area.	This is a long street with few houses and one side adjacent to communal gardens. There is little demand from residents and is a good location for non-residents to park.	No actions proposed.
	2	Traffic travels too fast on Gordon Terrace	This is outwith the scope of this consultation.	Reported to the Road Safety Team.
	2	Dumping of hazardous materials in Gordon Terrace Gardens.	This is outwith the scope of this consultation.	Reported to Environmental Wardens.
	2	Problems receiving visitors	Visitors' parking permits can be purchased for guests to park in the parking places during the controlled period.	No actions proposed.
	2	Commercial vehicles; a glider on a trailer, camper vans and private buses park in area.	The aim of the proposals is not to prevent the various types of possible non-residential parking in the area but to help residents park closer to their homes during the day.	No actions proposed.
	2	Change the controlled period to: 12 to 1.30pm.	Once an Order has been advertised it is not possible to change the proposed hours of control.	No actions proposed.
	2	Visitors and staff at the dental and medical practices in the area should be considered.	Non-residents can park in unrestricted areas and more short-term parking opportunities may be available in the parking places outwith the controlled period.	No actions proposed.
CO2	2 1	Permits should not be based on CO2 emissions CO2 permits is a money grabbing scheme	Residents' parking permits in Edinburgh are already based on vehicle emissions or engine size and it is considered that new schemes should follow suit. Only 25% of permit holders' renewal prices increased after CO2 permit charges were introduced.	No actions proposed.

Phases	2	Include all parking place on the north-side of East Savile Road in Phase 1	The phased introduction of the parking places is not set in stone and will be determined by the results of the consultation. Additional parking places will be considered if sufficient evidence is collected during the monitoring process.	No actions proposed.
	2	Include outside 29-39 Gilmour Road in Phase 1.		
	1	Commuter parking is a major problem outside 1-10 Gilmour Road change to phase 1.		
More parking places	2	More residents' parking places in general	The number of parking places were based upon parking survey data and responses from residents during the informal consultation. These included Mayfield Road residents. More parking places can be added in phase 2 should there be evidence to suggest they are needed. However, places not contained within the draft Order would need to pass through a separate legal process if they were to be introduced.	No actions proposed.
	1	More spaces outside 51 Gilmour Road		
	2	Parking places outside 4 and 23 Crawurd Road		
	1	More parking places in Wilton Rd at Mayfield Road end for Mayfield Road residents.		
	1	Increase residents' places in Gilmour Road		
1	Allow commuter parking in West Savile Road at Craigmillar Park end.			
Savile Terrace	1	Proposals will reduce the number of spaces available in Savile Terrace.	There are national standards which must be applied when introducing parking places and it is possible that parking space will be reduced to accommodate the scheme.	No actions proposed.
	1	Pavement parking is necessary in Savile Terrace, not doing so causes problems.		
	1	DPPP outside 8 Savile Terrace is never used	This is outwith the scope of this consultation.	Reported to the Local Roads Officer.
Displacement	1	Long-term parkers will move to outside our house.	The aim of the scheme is to help residents park closer to their homes during the day but contain parking pressures within the area. It is not the intention to remove all non-residential parking from the area and some commuters may park in front of households where they did not previously.	No actions proposed.
	1	The proposals will move problems elsewhere.		
	1	Concerned about displacement of parking problems.		
	1	Parking problems will move to my street as others support it		
Spaces	1	Too many proposed spaces.	The plans include all the available parking places but it is not considered that they would all be needed. Should the scheme proceed, parking places would be picked for introduction dependent upon support in their vicinity.	No actions proposed.
	1	Dramatically scale back the plans.		

Phasing	1	Phase 2 would introduce far more spaces than are required.	Phase 2 parking places would only be introduced if there is evidence to show that they are needed and would be used by residents. The scheme would be monitored and more places would be introduced shortly after the first phase if they are needed.	No actions proposed.
	1	Introducing the scheme in two phases could be less effective - careful monitoring is required.		
	1	Further consultation on extent & timing of phase 2.		
DYLs	1	Extend DYL from Suffolk Road further into Granby Road	The proposals do not include any amendments to double yellow lines in the area and such changes would require to pass through another legal process.	Reported to Local Roads Team.
	1	DYL all junctions in the area		
	1	Inequitable that non residents park for free for as long as they like.	Residents can park in the unrestricted areas free of charge whether they choose to purchase a permit or not. Introducing public parking places, are unlikely to be used by commuters and may result in residents having to pay to park in their own street as these could be the only spaces available. It is considered better to accommodate residents with a permits scheme as commuters are unlikely to be deterred from parking in spaces which are free.	No actions proposed.
	1	I go to parts of this area as I know I can always get parked.	Parking problems will vary across the area due to their distance from traffic generators, bus routes and residential density. The views of residents will help determine whether controls are needed in a street.	No actions proposed.
	1	Delay plans for an independent impact assessment	The views of local residents are the most important factor in this process and any recommendations or decisions will be made on their responses to the formal consultation.	No actions proposed.
	1	Extend consultation period & notify people outside of area	The consultation ran for three weeks from 22 November to 13 December and any interested party can comment on or object to the Order and their views will be reported to this Committee.	No actions proposed.
	1	I own a 2.65m high van and the TRO restricts my parking opportunities.	<b>The aim of the height restriction is to prevent high vehicles from blocking residents' windows and obstructing light.</b>	No actions proposed.
	1	Mornings are not the main problem, afternoons are.	The parking survey data indicates that the peak traffic count in the whole area was between 11am and 1pm. While there are likely to be streets with peaks at different times, the morning period was considered appropriate for the entire area.	No actions proposed.
	1	Doesn't want parking places around the East Suffolk Park green	There isn't any parking places proposed in this area.	No actions proposed.
	1	Hassle to buy permits.	It is relatively straightforward to apply for a residents' parking permit and it can be done by post in the first instance. Subsequent permits can be renewed quickly online.	No actions proposed.

1	Only mark start and finish of parking places	The Council is not permitted to mark parking places in such a manner.	No actions proposed.
1	More applications for permits than spaces from residents in Mayfield Road.	Residents from Mayfield Road were considered as part of the proposals.	No actions proposed.
1	Parking has become much worse since the introduction of B1	The aim of Priority Parking is to minimise the potential for problems moving to other areas by not introducing too many parking places which are not needed. However, driver behaviour cannot accurately be predicted and it is not the intention to prevent commuters from coming into the city.	No actions proposed.
1	Controls will likely reduce membership of Bowling Club	The scheme is being proposed following concerns from residents that it is difficult to park in their streets during the day and it is likely that visitors will encounter similar problems. There could be any number of reasons for patronage to change.	No actions proposed.
1	Controlled period ruins chance of parking for bowling matches or coffee mornings at the club	Unrestricted areas can still be used by visitors to the area during the day. Parking places cannot be used by all-day commuters and may provide better parking opportunities in the afternoons.	No actions proposed.
1	Permit or visitors' permits for Bowling Club	Businesses are not entitled to apply for parking permits.	No actions proposed.
1	Previous consultation shows a significant majority against controls	The previous informal discussions covered a much larger area and only those streets where there was more support for Priority Parking were included in this formal process.	No actions proposed.
1	Central reservations on Minto Street, Mayfield Gardens & Craigmillar Park are poorly lit and unsighted at night	This is outwith the remit of Parking Operations.	Reported to Local Roads Team.
1	Only heard about the proposals from Ian Murray MP	A letter was delivered to each household within the area with further details on how to participate in the consultation process.	No actions proposed.
1	Not sufficient enough time to reply	The consultation ran for three weeks from 22 November to 13 December 2013 and this is the standard length for a consultation of this type.	No actions proposed.
1	Students will move during period and return after it is finished	Priority Parking will prevent non-residents from parking in the parking places all-day, but it will not stop non-residents from parking before and after the controls in the area.	No actions proposed.
1	It does not offer motorists any certainty of finding a space than currently exists	Priority Parking cannot guarantee permit holders a parking place and non-residents can continue to park in the area.	No actions proposed.
1	Commuters circling the area for spaces	The Council has no powers to stop any vehicle from using the road as they see fit.	No actions proposed.
1	Proposals will restrict residents, visitors & trades' persons movements unless they buy permits	The unrestricted areas allow the controls to be flexible and it is the choice of each resident whether they wish to purchase a parking permit or not.	No actions proposed.



1	Proposals do not help outside the hours of control.	To ensure the scheme remains a low-cost proposal it is necessary to keep the restricted times to a maximum period of 90 minutes.	No actions proposed.
1	More residents' spaces in Wilton Road - some households have four vehicles	Each household will only be entitled to apply for a maximum of two parking permits and this will help to determine the number of available parking places in some locations.	No actions proposed.
1	Parking controls will increase the quality of life for residents	Better parking opportunities can have a significant impact on people's lives.	No actions proposed.
1	GPCC not asked to organise meeting	The public meeting was organised by the Council and was well attended by locals.	No actions proposed.
1	IT failure has meant that some residents' comments were not recorded but, apparently, with no way to identify which or how many.	The CPZ mailbox was full, due to the number and size of responses received, for less than one day. Anyone sending an e-mail to the mailbox should've received an acknowledgement which asked them to re-submit their e-mail at a later time. There is no way to identify how many people may have been affected by this.	No actions proposed.
1	Restrictions will make it safe for young children to play.	While The parking controls will not remove all moving traffic from the area and it is	No actions proposed.
1	Quality Bike Corridor has made it more difficult for residents to park.	The Council is attempting to strike a balance between better cycling facilities in the city and help for residents to park near their homes.	No actions proposed.
1	Access for emergency service vehicles is difficult.	There have been no issues reported to the Council from the emergency services regarding access to these streets.	No actions proposed.
1	Guest houses encourage their customers to park in residential streets.	The aim of the proposals is not to prevent all non-residential parking in the area but to help residents park closer to their homes during the day. Such motorists will still be able to park in unrestricted areas and in parking places outwith the controlled period.	No actions proposed.
1	Wants a disabled persons' parking place outside house.	This is outwith the scope of this consultation.	Asked South Neighbourhood Team to send out an application form.
1	Many vehicles that park in the area have residents' permits from CPZ.	It is likely that some CPZ residents will travel to this area either for commuting or visiting purposes.	No actions proposed.
1	Vehicles speed around the streets and the area is becoming a rat run.	This is a road safety concerns and is outwith the scope of this consultation.	Reported to the Road Safety Team.
1	Need to monitor and make changes quickly - include Orchardhead Road.	The scheme would be monitored after its introduction and if required, more parking places could be added in a second phase shortly afterward. However, it is not intended to investigate any controls in Orchardhead Road.	No actions proposed.

1	The scheme makes it difficult for disabled residents.	Disabled residents who hold a disabled persons' blue badge will be entitled to apply for a parking permit free of charge.	No actions proposed.
1	Difficult for visitors.	Unrestricted areas can still be used by visitors during and visitors' parking permits, which are available for resident to buy, allow guests to park in the parking places during the controlled period.	No actions proposed.
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Appendix Six: Lockharton Priority Parking Consultation Comments

Number	Reason	Response	Action		
12	No parking problems.	The consultation results suggest that there is a difference of opinion between residents in Meggetland Terrace who do not want parking controls and those in Craiglockhart Terrace who support the proposals. Many of those who stated they did not have any parking problems reside in Meggetland Terrace.	No actions proposed.		
Driveways	4	20 driveways in Meggetland Terrace not shown on plan.	The Council used the most up-to-date plans available which did not include a number of new driveways. Parking places would not be introduced across existing accesses. Many new drives have already been built and this is unlikely to be as a result of the proposals only. It is possible that new driveways were created in response to existing parking problems and to ensure residents have a parking space for their vehicle.	No actions proposed.	
	1	Encourage more drives which will damage character of area, create uneven pavements & result in drainage problems.			
	1	Homeowners have already started introducing driveways as a result of these planned restrictions.			
	2	More applications for permits than spaces available so more people will create driveways.	The aim of Priority Parking is to introduce parking places that are needed and will be used by residents' permit holders. It also aims to closely match the number of places provided with permits purchased to ensure that there are parking opportunities for permit holders and that other motorists are not prevented from parking in the area.		
	1	New driveways will reduce the number of potential places where parking places could be introduced leaving insufficient places for permit holders.			
	1	One permit per house and those with driveways get none.	There is no information available on which households have access to driveways and this cannot be considered when residents apply for permits.		No actions proposed.
	1	Unfair that those with driveways will not have to pay to park in their street.	The Council are not responsible for managing parking on private land and therefore it cannot be said to be unfair that those who park on their own property do not have to pay for access.		
1	Residents park on the road in Craiglockhart Terrace rather than in their drives.	Some driveways may not be accessible for certain residents or the size of vehicles on the road today.			
1	Getting in and out of my drive will be more difficult.				
Zone S3	4	Parking problems started when restrictions introduced in Spylaw Road.	The CPZ was extended to combat commuter parking problems and there is no evidence to suggest that residents in such areas wish the parking controls to be reduced. Unfortunately, some commuters have moved to the next available unrestricted street.	No actions proposed.	
	1	Redact CPZ boundary and allow commuter parking in Spylaw Road.			
	2	Reduce parking charges in S3.	The aim of controlled parking is not to attract motorists to park and reducing charges is unlikely to impact on commuters as maximum stay periods would still apply.		
	1	S3 is not attracting people to park here so need to reduce parking charge.			
	1	Student parking permit in S3.			
1	Trades' permit for people working in S3.	Parking permits are already available for trades' people working in the CPZ, but there are no plans to introduce a student parking permit.			

Footway	4	DYL pavement adjacent to sheltered housing complex.	Previous proposals to introduce yellow lines along the length of the footway adjacent to the sheltered housing complex in Craiglockhart Terrace were abandoned as this would reduce parking opportunities in the street and likely move commuter parking outside residents' homes. There are no plans to re-start such proposals. Introducing parking places at this location would likely have a similar effect. Removing the pavement or reducing its width are outwith the scope of this consultation and the remit of Parking Operations	Reported to Local Roads Office.		
	3	Remove pavement adjacent to sheltered housing complex				
	1	Do something about the pavement to nowhere.				
	1	Introduce residents' places along the pavement adjacent to sheltered housing complex as non-residents park there.				
The Wickets	1	Narrow the pavement adjacent to sheltered housing complex	The results of the consultation indicate that there is support for the proposals from residents living in the Wickets area. However, as there is less support elsewhere it is not proposed to introduce parking places here in a first phase. This will also reduce the possible impact of displacing parking pressures in this development.	Move parking places to phase 2, if necessary.		
	3	Controlled Areas in the Wickets are not necessary.				
	2	Concerned about displacement into the Wickets.				
	1	DYL entrance to the Wickets in Craiglockhart Terrace.			There were previously proposals to introduce Double Yellow Lines in part of the Wickets but these were rejected by residents and there are no further plans at this time to introduce such restrictions.	No actions proposed.
	1	In the Wickets, each house has a garage and an area of hard standing, plus there are two areas for visitors.			It is proposed to leave parking places near the Wickets to a second phase if they become necessary.	
1	The proposed bay at the entrance to the Wickets would be dangerous as it would require drivers leaving the area to travel on the opposite side of the road, as it is narrow. Vehicles in this position are vulnerable, as cars entering come quickly round the bend and are largely unseen. This also applies to vehicles leaving the Wickets with two sharp corners and restricted visibility.	This section of road is currently unrestricted and vehicles can already park in this location. It is not considered that introducing bay markings would have a negative impact on road safety. It remains the responsibility of all motorists to drive at a suitable speed for the road they are travelling on. Restricting all parking on the approach road is not considered to be in the best interests of all residents.				
Cul-de-sac's	3	Introduce parking places in Craiglockhart Terrace cul-de-sac.	The aim of Priority Parking is to introduce parking places that will be used by residents' permit holders and to closely match the number of places provided with permits purchased. Thereby, better managing the existing parking demands and to reduce the potential for parking problems moving to other areas. There was little support for parking places in the Craiglockhart Terrace cul-de-sac during the informal consultation and few sections of kerb space that would be suitable for the introduction of parking places.	Leave nearby parking places until phase 2, if necessary.		
	1	Leaving the 'hammerhead' cul-de-sac (nos 29-40) and the Wickets unrestricted will transfer commuters to these areas creating congestion.				

Park and Ride (P&R)	3	Introduce a P&R at Boroughmuir Rugby Club.	Parking Operations do not operate any off-street or P&R sites in Edinburgh. The main aim of P&R facilities is to prevent commuters bringing their vehicles into the city centre. Opening such a facility at this location would counter these aims. It is unknown whether there are currently any restrictions to prevent all-day parking at such locations, but it is unlikely that the owners would support all-day commuter parking which would prevent spaces being used by their intended users. Parking agreements between two independent organisations is not a matter for the Council.	No actions proposed.
	1	Ask Edinburgh Leisure to start a P&R at Meggetland playing fields.		
	1	Encourage nursery to do a financial deal with George Watson's College to allow these parents to park in their car park.		
Nursery	3	Expansion of nursery will make parking worse.	The expansion of the nursery is outwith the scope of this consultation. The planning conditions include a limited waiting parking place to help parents drop-off and pick-up children at the nursery and to reduce the impact on local residents. This will proceed whether Priority Parking does or not.	No actions proposed.
	2	Planning consent for nursery includes four drop-off bays, if these are put in place without resident parking then our options will be further reduced.		
	2	Students or nursery parents take up spaces during the day.		
	2	Restrictions to suit nursery rather than residents who have to pay for them.		
	1	Too much emphasis on helping businesses and nursery.		
	1	Restricted hours suit the nursery better than residents.		
	1	Should residents who pay council tax for this street not get preferential treatment rather than nursery parents?		
1	Unreasonable for residents parking to be limited to provide for the needs of the nursery.			
	1	You refer to responses from the parents of children at the nursery who want better access for drop-off and pick-up. This should have been properly considered at the time the nursery was granted planning permission and it should be made responsible for dealing with it. It is grossly unfair to impose a parking permit scheme on nearby residents to deal with the preferences of nursery users. We should not be responsible for them.	Better access for parents dropping-off and picking-up children at the nursery was part of the planning application. One of the conditions was to introduce limited waiting parking to reduce the impact of visitors on local residents. This parking place is not dependant upon the Priority Parking proposals which is a separate matter. The majority of residents who responded to the consultation support the introduction of Priority Parking. It is unlikely commuters will pay to park, even for short periods of time, when free parking is available in the same street. The result could be that the only places available for residents require them to pay during the day which could cost them more than an annual permit.	No actions proposed.
	1	Why can't nursery parents pay to park?		

Money	3	Money making exercise.	This is a low-cost scheme and income from residents' permits will only be used to contribute towards the running costs of the scheme. It is unlikely to be surplus income. Permit holders will be the main beneficiaries of the scheme and permit charges will help contribute towards running costs. Each resident can choose whether they need or wish to purchase a permit and unrestricted spaces will remain for those who do not want a permit.	No actions proposed.
	3	Objects to having to pay to park in own street.		
1	Can already park in my street free of charge.			
	3	Access difficult for emergency services.	The emergency services were consulted on the proposals and no negative comments were received.	No actions proposed.
Footway	2	Park half on pavement as road too narrow.	It was observed that vehicles park partially on sections of footway in both Craiglockhart and Meggetland Terraces. Widening the road is outwith the scope of this consultation, but if made law the Responsible Parking (Scotland) Bill may give Council's additional powers to address such concerns.	No actions proposed.
	1	Large vehicles double park & block the road.		
Carers	2	Proposals will restrict carers visiting at lunch times.	The Priority Parking proposals do not aim to control all the kerbside space in the area. Kerbside space is intentionally left unrestricted to enable longer-term parking or other activities during the controlled period. It is unlikely that any proposed controlled hours would satisfy every residents or circumstance. The parking restrictions will be monitored daily by the Council's Parking Attendants.	No actions proposed.
	1	30 visitors' permits a year are completely useless for someone who has a weekly visitor or who has a rota of 24 hours carers, 365 days a year, who need to park in the street.		
	1	Objects to the 1230 - 1400 period. This narrow window, which will be in place for at least 5 years, relies solely on daily rigorous parking enforcement.		
	1	Pleased with proposed controlled period.		
	2	Applying for a permit is not guaranteed.	Each resident would be entitled to apply for one permit and each household could purchase a maximum of two permits. The overall number of permits available is only limited by the number of households in the area.	No actions proposed.
	2	DYL entrance to Craiglockhart Terrace cul-de-sac.	Once a proposal has been advertised, additional lengths of yellow lines cannot be added to the design.	Reported to Local Roads Office.
	2	Introduce a 20mph area.	This is outwith the scope of this consultation. However, as part of the Local Transport Strategy the Council is considering the introduction of such zones in mainly residential areas.	Reported to Road Safety Team.
	2	Long-term non-residential parking.	While Priority Parking does not aim to remove all long-term parking from the area, it will create areas where such vehicles are unable to park and give residents a better chance to park in their street during the day.	No actions proposed.

	2	Parking is only difficult at evenings and weekends or during rugby matches, this scheme does nothing to help at these times.	The main aim of the scheme is to help residents park closer to their homes during the day in response to commuter parking pressures.	No actions proposed.
	2	Make Meggetland Terrace on-way.	This is outwith the scope of this consultation.	Reported to Local Roads
	1	Parking virtually makes the street one-way.		
Problems	1	Proposals would block the street more.	It is unclear how the proposals would block the street, restrict turning or encourage more people to leave their cars in the area creating congestion.	No actions proposed.
	1	Parking places will mean there are fewer places to turn in the street.		
	1	If the scheme goes ahead more people will leave their cars so more congestion.		
Limited Waiting	1	Nursery drop-off and pick-ups take place at the start and end of the day, increase the limited waiting period in Craiglockhart Terrace to 60 minutes, for users of local businesses. Fewer spaces would be needed on Colinton Road to help those residents who cannot park outside their homes due to the traffic island.	The aim of the limited waiting places on Craiglockhart Terrace is to serve short-term visitors to the area. They can also be used by residents at the start and end of the day, up to the maximum stay period, if unrestricted spaces are unavailable elsewhere. However, a longer time period is likely to be occupied more often and may not help resolve problems for short-term users in the area. The longer time period is considered more appropriate for places on Colinton Road.	No actions proposed.
	1	The businesses on Colinton Road (pub, beauty salon and hairdressers) are the sort that one would visit for significant periods of time. So I question whether the one hour bays are appropriate at all.		
Parking Places	1	Extend parking places opposite Craiglockhart Terrace cul-de-sac entrance.	Once a Traffic Order has been advertised, parking places cannot be added or moved. However, they can be made shorter or removed entirely. The aim is not to provide parking places to prevent non-residents parking in the area, but to help residents park in their street.	No actions proposed.
	1	Extend parking places as non-residents park in these areas.		
	1	Remove permit place opposite 53 Craiglockhart Terrace to accommodate nature trail walkers.		
Yellow Lines	1	Extend the double yellow line on the outside edge of the corner of Craiglockhart Terrace between 11-12 to opposite the far end of the driveway at no 12 and, on the inside edge of the corner, up to the near end of no 12 driveway.	The proposals do not include any additional yellow lines in the area. It is considered that the current double yellow lines are suitable to provide sufficient sight-lines for motorists and pedestrians.	No actions proposed.
	1	Do not restrict parking with more yellow lines.		
	1	Confusion whether yellow lines will be painted in Meggetland Terrace which I object to.		

1	I commute out of town most days. But if I was ill one day I would have to remember whether or not I parked in a permit space and move the car. I might not find an unrestricted space or be too ill to move the car and then I would be given a heavy fine.	The Priority Parking proposals will have little impact on residents that do not need to park in their street during the day.	No actions proposed.
1	Rarely park in my street during the day.		
1	Number of P&R is increasing and if PP introduced could have serious difficulties.	Should the number of commuters parking in the area continue to increase, this could lead to more residents supporting the proposals to help them park closer to their homes. The proposals do not aim to change the number of vehicles parking in the area, but to better manage the parking of those that do.	No actions proposed.
1	The controlled hours are when it's easiest to park in the street.	It is unlikely that the restricted period will suit every resident but the times were selected to tackle all-day commuter parking and make the best use of the available resources.	No actions proposed.
1	Experience suggests that this has not been a success in other parts of the city - Grange Road.	Grange Road lies within the CPZ and not in a Priority Parking area. It is not suggested which element is considered to be unsuccessful.	No actions proposed.
1	Priority Parking from 9am-5pm.	The Council has previously decided that there will be not new CPZ extensions due to costs and problems created by moving parking pressures to other areas.	No actions proposed.
1	Wants CPZ.		
1	Most of the cars belong to residents and the proposals do nothing to tackle this.	Introducing parking permits based on a vehicle's emissions and introducing high permits for second vehicles aims to encourage residents to consider their travel choices.	No actions proposed.
1	Letter dated 11 November but delivered on 13 November.	It is not necessary to deliver a letter to residents regarding the proposals. However, a letter was delivered near the start of the consultation to inform residents about the proposals and to seek their views. Notices were put up on street, an advert in the press and information online to give residents the full three weeks period to consider the proposals.	No actions proposed.
1	Limiting parking to highlighted areas only will reduce overall parking places by 50%.	The proposals do not limit parking to the highlighted areas only. The possible parking places are marked on the plans with the rest of the kerbside space remaining unrestricted where any motorists can park as the case is now.	No actions proposed.
1	Proposals will limit opportunities for disabled people.	Priority Parking is being considered as residents have told us that there is a lack of parking opportunities during the day. Spaces that are occupied all day by commuters cannot be used by blue badge holders. Blue badge holders can park in limited waiting areas without time limit and may find more opportunities in the permit holders' places during the day.	No actions proposed.



1	The plan is ambiguous and incomplete. It shows the proposed parking spaces but doesn't indicate changes to restrictions on the opposite site of the road. The implication being that parking may be prohibited on either a part-time or full-time basis. This is inference only and the lack of detail makes it impossible to review these proposals in context.	The proposals only include part-time residents' parking places marked on the plan of the area. The areas of kerbside space which are not marked with parking places will remain as they presently area. This was made as clear as possible to residents.	No actions proposed.
1	Proposals will move problems to other streets.	The aim of Priority Parking is to closely match the number of parking places provided with the number of permits purchased to better manage current demands and to prevent problems moving to other areas.	No actions proposed.
1	End up paying and not getting a space which is worse than the current flexibility.	While any parking scheme cannot guarantee residents a parking place, the proposals would give permit holders a priority over other road users during the controlled period whilst retaining that flexibility as they can continue to park in any part of the street.	No actions proposed.
1	Difficult to unload shopping in the street during the day.	The proposals would create places which permit holders have priority over other road users during the controlled period and may create more opportunities at other times of the day to in spaces which were previously occupied all day by commuters.	No actions proposed.
1	Commuters are a problem but so are long-term dumpers.	While the aim of Priority Parking is not to remove all non-residential vehicles from the area it will create places which cannot be used for the long-term parking of vehicles that do not belong to permit holders.	No actions proposed.
1	Craiglockhart Terrace & Meggetland Terrace are different in nature and shouldn't be considered as a package.	It is understood that the character of these two streets is different and Priority Parking allows a flexible approach to be taken in this instance. With proposals being introduced in Craiglockhart Terrace in phase one but parking places in Meggetland Terrace being held until a later phase if necessary.	Hold parking places in Meggetland Terrace until later phase.
1	Will suffer severe inconvenience and difficulties as a result of the proposed scheme.	Priority Parking is designed to have minimal impact on residents whilst still preventing all-day commuters from parking in parts of the area. This resident resides in Meggetland Terrace and parking places in this street will be delayed until a second phase, being introduced only if they are necessary.	No actions proposed.
1	Whoever came up with this scheme has no understanding of the parking issues in the street.	The Council conducted a parking survey, site visit and an informal consultation with local residents to get a better appreciation of the issues. In addition, the proposals were discussed with the local ward members. It is considered that the Council has a good understanding of the issues brought to its attention by local residents.	No actions proposed.

1	Normally spaces available in Craiglockhart Terrace.	Craiglockhart Terrace is a long street and there are likely to be spaces available at some points further along it from Colinton Road. However, many residents are concerned that they cannot park near their homes due to commuter parking pressures.	No actions proposed.
1	I wonder if the 13 people who opposed the plans during the last consultation were from further up Craiglockhart Terrace. The parking situation is very bad in the first part of the street and it is not an option to leave it as it is now.	The previous consultation elicited 13 responses from people who were opposed to the proposals and these ranged from residents living in Craiglockhart Terrace, other streets within the proposed area and others from the wider Lockharton area. The majority of responses received from residents of Craiglockhart Terrace during this consultation are supportive of the proposals.	No actions proposed.
1	10 minutes limited waiting places in Craiglockhart Terrace for nursery.	It is considered that the 30 minutes period will provide sufficient time for parents of children attending the nursery and for other motorists visiting local shops at other times of the day.	No actions proposed.
1	Visitors' permits should be unlimited.	Limiting the number of visitors' permits per household is a demand management tool to ensure that spaces remain available for residents' permit holders and are not being over-used by non-residents.	No actions proposed.
1	Everyone in the street opposes the scheme.	While the majority of residents who have responded to the consultation from Meggetland Terrace have objected, it is not true that everyone opposes the scheme as four have indicated their support.	No actions proposed.
1	This traffic order is highly unintelligible and the wording inaccessible, unless one has a map and compass to hand!	Traffic Orders are legal documents and require to be written in a certain style. However, a clear plan indicating the locations of the parking places is provided along with a letter to residents which explains the proposals in plain English.	No actions proposed.
1	Need a city wide approach to commuter parking pressures to identify wider streets where commuter parking would be suitable.	The Council's Local Transport Strategy is the city-wide approach to commuter parking pressures. However, the best approach is not necessarily to better accommodate commuter vehicles in other parts of the city.	No actions proposed.
1	Introduce pay parking for commuters opposite Craiglockhart Terrace cul-de-sac.	It is unlikely that commuters would use public parking places when there are unrestricted areas in the same street.	No actions proposed.
1	Permits will be costly.	Priority Parking permit prices approximately range from £10-80. The most expensive permit is for a second vehicle in a household and in the highest CO2 band. The average price of a PPA permit is around £30 per year.	No actions proposed.
1	If the scheme goes ahead ensure there are enough spaces for residents and that visitors' permits allow overnight stay.	The aim of Priority Parking is to closely match the number of parking places provided with the number of permits purchased. Visitors' permits only need to be used by non-permit holders using the parking places during the restricted times. Vehicles can park overnight on any part of the road.	No actions proposed.
1	I can't park close enough to my home to walk from my car.	The proposals aim to help residents park closer to their homes during the day which will especially help older people or those with mobility problems.	No actions proposed.

1	Communicate with residents in the Lockhartons.	Residents in the Lockhartons were consulted as part of the informal consultation and the results suggested that they did not support the introduction of parking restrictions in their area. It was therefore, considered appropriate to bring forward	No actions proposed.
1	Extend to the Lockhartons or don't introduce the restrictions at all.		
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# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order

<b>Item number</b>	8.2
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	15 - Southside/Newington

### Executive summary

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The George IV Bridge to King's Buildings cycle route is part of the 'cycle-friendly city' programme of the Active Travel Action Plan. This programme includes cycle parking, signing cycle shortcuts, exemption of cyclists from most one-way streets, improved integration with public transport as well as upgrades to cycle provision on main roads.

Following the implementation of the George IV Bridge to King's Buildings cycle route, a number of local businesses raised concerns over the impact of new waiting and loading restrictions introduced at two locations.

In January 2014, the Council formally advertised its intention, in accordance with statutory requirements, to alter waiting and loading restrictions on Ratcliffe Terrace, Grange Loan, Fountainhall Road and Mayfield Road.

This report details the results of the statutory consultation. Eighteen objections to the advertised Order were received, and these have now been considered. As a result of this, it is now proposed to proceed with a road layout at Ratcliffe Terrace/Grange Loan/Fountainhall Road that differs slightly from the one that was advertised.

Plans showing the advertised and amended layouts are appended to this report.

### Links

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<b>Coalition pledges</b>	<a href="#">P45</a>
<b>Council outcomes</b>	<a href="#">CO19</a> , <a href="#">CO22</a>
<b>Single Outcome Agreement</b>	<a href="#">SO4</a>

## **Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order**

### **Recommendations**

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the results of the formal consultation, carried out as part of the statutory process, to implement the changes on Ratcliffe Terrace, Grange Loan, Fountainhall Road and Mayfield Road;
  - 1.1.2 upholds the objection received from a local business on Ratcliffe Terrace, and notes the amendments which are proposed to the advertised Order to address the concerns raised by the objector;
  - 1.1.3 sets aside the remaining objections received to the proposed changes at Ratcliffe Terrace/Grange Loan/Fountainhall Road, and gives approval to make the Traffic Regulation Order as amended, and
  - 1.1.4 delegates authority to the Director of Services for Communities, in consultation with the Convener, Vice-Convener and local ward Members, to decide whether to proceed and make the Order as advertised for Mayfield Road following further discussions with affected stakeholders
  - 1.1.5 notes that it will be necessary to initiate a new Traffic Regulation Order process for Mayfield Road should it be decided to implement an amended layout at this location, and
  - 1.1.6 notes that an update will be provided to the next Committee on 26 August 2014 on the proposals for Mayfield Road.

### **Background**

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- 2.1 The George IV Bridge to King's Buildings cycle route is part of the 'cycle-friendly city' programme of the Active Travel Action Plan. This programme includes cycle parking, signing cycle shortcuts, exemption of cyclists from most one-way streets, improved integration with public transport as well as upgrades to cycle provision on main roads.

- 2.2 The George IV Bridge to King's Buildings cycle scheme was implemented in 2012, delivering a range of walking and cycling improvements along a 4km route linking the city centre with the University of Edinburgh's King's Buildings campus.
- 2.3 A number of local businesses subsequently raised concerns over the impact of new waiting and loading restrictions, implemented at two locations, as part of the scheme.
- 2.4 The Council agreed to review these restrictions and proposed new road layouts were produced at the following locations:
  - Ratcliffe Terrace, between Grange Loan and Fountainhall Road; and
  - Mayfield Road, between Mentone Terrace and Savile Terrace.

## Main report

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- 3.1 In developing the proposed amendments to the existing road layout, Council Officers were involved in discussions with local businesses on Ratcliffe Terrace and Mayfield Road, and also Grange Prestonfield Community Council, to ensure that the proposals would address the concerns which have been raised.
- 3.2 The proposals included the provision of additional parking and loading facilities on Ratcliffe Terrace and Mayfield Road. It was also proposed to introduce new designated loading bays on Grange Loan and Fountainhall Road to assist businesses situated close to the junctions which are currently experiencing difficulties in receiving deliveries.
- 3.3 Details of the proposals as advertised at each location are as follows:

### **Ratcliffe Terrace**

- 3.4 A number of traders on Ratcliffe Terrace contacted the Council raising concerns over the impact of new waiting and loading restrictions on the west side of the street. Discussions were held with these local businesses, and it was agreed that the following changes would address the traders' needs.
- 3.5 The existing parking bay on the west side of Ratcliffe Terrace would be extended by 15 metres to enable the introduction of a new 13 metre dedicated loading bay for local businesses. The remaining two metres would be added to the existing parking provision. To achieve this, it would be necessary to relocate the existing parking bay on the east side of the street and introduce 12 metres of double yellow line restrictions to ensure sufficient width remains for two-way traffic on Ratcliffe Terrace. This would replace an existing single yellow line which allowed loading outwith peak hours.
- 3.6 There would be no change to the number of parking spaces on the east side of Ratcliffe Terrace.

## **Grange Loan**

- 3.7 A new 12 metre long dedicated loading bay would be provided on the south side of Grange Loan. This bay would be available for loading/unloading only between the hours of 7.30am – 6.30pm. Outwith these hours, it would be possible to use the bay for free parking with no maximum stay.
- 3.8 This loading bay would replace 11 metres of double yellow line restrictions and would also necessitate relocating an on-street waste container bay by one metre.
- 3.9 There would be no change to the number of parking spaces on Grange Loan.

## **Fountainhall Road**

- 3.10 On Fountainhall Road, a new eight metre long loading bay would be provided on the north side of the street. The new dedicated bay would be available for loading/unloading only between the hours of 7.30am – 6.30pm. Outwith these hours, it would be possible to use the bay for free parking with no maximum stay.
- 3.11 Providing this loading bay would require the relocation of one Residents Priority Parking space on the north side of Fountainhall Road. This would be achieved by extending the existing parking bay to the west by six metres, towards Findhorn Place.

## **Mayfield Road**

- 3.12 A local business situated on Mayfield Road between Mentone Terrace and Savile Terrace contacted the Council to raise concerns over the impact of new waiting and loading restrictions which were implemented on the east side of the street.
- 3.13 Double yellow lines are currently in place in the vicinity of this business, which prevents waiting or loading at any time. Due to the nature of the loading/unloading which is required for this particular business, including transporting large and fragile goods, it was decided to provide off-peak loading facilities (9.30am to 4.00pm) over a 15 metre length. This would allow loading/unloading closer to the business premises and help to meet the specific loading requirements of the business.
- 3.14 At present, deliveries from the nearby loading bays have to be carried across a bridge over a live railway line, which could give rise to safety concerns where large items are delivered in windy conditions. The proposed change would remove the need to carry such items across the bridge.
- 3.15 It is also proposed to reduce the existing 'no waiting' restrictions to single yellow line restrictions which would allow parking and loading between 6.30pm and 7.30am.

## Statutory Consultation

- 3.16 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, a draft Order for the above proposals was advertised between 10 January and 31 January 2014. Plans showing the advertised road layouts are appended to this report.
- 3.17 In response to the advertising of the draft Order, the Council has received 18 objections. A copy of each objection received is included in Appendix 1. Each objector received a written response to confirm that their objection would be considered by the Committee on 3 June 2014.
- 3.18 Of the 18 objections to the advertised Order, 14 were submitted only in response to the proposals to alter waiting and loading restrictions on Mayfield Road. One objection was received to the proposals for the Ratcliffe Terrace area, while three individuals objected to the proposals at both Mayfield Road and Ratcliffe Terrace.
- 3.19 All objectors to the Mayfield Road proposals felt that the relaxation to allow loading or parking in the cycle lane taper outwith the peak periods would result in a negative impact for cyclists. This is because parked vehicles would force cyclists into the general traffic lane on the southbound approach to the traffic signals at the Mayfield Road/Savile Terrace/West Savile Terrace junction.
- 3.20 Several objectors noted the following policies within the Council's new Local Transport Strategy for 2014-2019:
- 'there will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions' (*Park 13*); and
  - 'the Council will only relax parking and loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or the flow or safety of buses and other traffic' (*Park 14*).
- 3.21 An objection to the proposal for Mayfield Road was received from Spokes, which felt that the changes would undermine the George IV Bridge to King's Buildings cycle route by forcing cyclists to move into the cycle lane to avoid vehicles which are parked or loading/unloading, thereby creating a safety hazard. The objection indicated that loading could take place from the existing parking bays. Spokes also noted that the proposal appears to conflict with the policies within the Local Transport Strategy. Whilst the Local Transport Strategy does seek to improve cycling infrastructure and promote cycling across the city, it also seeks to balance the needs of all road users and meet the needs of frontagers, such as local businesses.



- 3.22 From observations on site, it is evident that the existing parking bays are underutilised during the off-peak period. As such, it is expected that all other businesses on Mayfield Road between Mentone Terrace and Savile Terrace will continue to load/unload from these bays. Although 15 metres of additional loading space will be introduced on a single yellow line, it is expected that this will only be used occasionally, when there is a pressing need for fragile or bulky goods to be picked up or dropped off outside the business which has requested the relaxation. Therefore, no significant negative impacts are expected to arise from the proposed change on Mayfield Road.
- 3.23 As a result of the objections received to the proposal at Mayfield Road, it is recommended that authority is delegated to the Director of Services for Communities, in consultation with the Convener, Vice Convener and local ward Members, to make a final decision following further discussions with affected stakeholders. Should it be necessary to initiate a new Traffic Regulation Order process for an amended layout, it is expected that this would delay implementation of the changes by at least nine months.
- 3.24 At Ratcliffe Terrace, a detailed objection was received from one local business, situated on the east side of the street, which has concerns over a perceived reduction in loading/unloading facilities. This results from a proposal to relocate an existing parking bay from outside the business frontage. This bay, which can be used for loading/unloading all day, was proposed to be relocated 10 metres further north. The relocated bay would be the same size as the one currently in place.
- 3.25 After considering the objection raised by the business concerned, the layout on Ratcliffe Terrace has been reviewed and it is now proposed to retain the parking bay on the east side of the street at its existing location. This will address the concerns raised by the business regarding a loss of loading facilities.
- 3.26 However, by retaining the bay at its current position, it would not be possible to extend the parking bay on the west side of the street as originally proposed. This is due to the limited road width and the need to ensure sufficient clearance for two way traffic flow. To compensate for this loss of additional parking spaces on Ratcliffe Terrace, it is now intended to amend the design to change the proposed loading bay on Grange Loan to a Pay and Display parking bay.
- 3.27 A plan of the amended layout is appended to this report.

3.28 The table below summarises the difference in parking and loading spaces on Ratcliffe Terrace, Grange Loan and Fountainhall Road for both the advertised and amended road layouts, in comparison to existing parking and loading provision.

Location	Advertised		Amended	
	Parking	Loading	Parking	Loading
Ratcliffe Terrace	0	+2	-2	+2
Grange Loan	0	+2	+2	0
Fountainhall Road	0	+2	0	+2
<b>Total</b>	<b>0</b>	<b>+6</b>	<b>0</b>	<b>+4</b>

3.29 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999, if an objection is made to the advertised Traffic Regulation Order on the grounds of loading provision and the objection is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent reporter appointed in accordance with the requirements of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.

3.30 To proceed with the advertised road layout at this location, the Council would therefore be required to hold a public hearing.

## Measures of success

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4.1 The changes to waiting and loading restrictions which are outlined in the report are proposed due to concerns raised by local businesses. These changes will therefore be successful if they satisfy the needs of local traders whilst not having a negative impact on route users. This can be measured by monitoring feedback received from businesses and users e.g. pedestrians and cyclists, after implementation.

## Financial impact

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5.1 The cost of implementing the proposed changes at Ratcliffe Terrace are expected to be approximately £8,000, while the minor change at Mayfield Road is expected to cost less than £1,000.

5.2 It is estimated that a public hearing would cost a further £20,000, should this be required.

5.3 These costs will be met from the block funding allocation for Cycling Improvements within the 2014/15 Transport Capital Investment Programme.

## **Risk, policy, compliance and governance impact**

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- 6.1 Two policies within the Council's new Local Transport Strategy (Park 13 and Park 14) are relevant to the proposals. However, as described in the report, these have been considered and no significant negative impacts are expected to arise for cyclists.
- 6.2 There are not expected to be any health and safety, governance, compliance or regulatory implications arising from the proposals set out in the report.

## **Equalities impact**

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- 7.1 The proposed changes to the road layout are not expected to impact upon discrimination, harassment or victimisation, the duty to enhance equality of opportunity, or the duty to foster good relations.
- 7.2 This proposal will address the concerns of local businesses, with potential benefits for the local business community by providing additional parking and loading facilities. These are enhancements to the rights to productive and valued activities.
- 7.3 No infringements of any rights are expected to arise from the proposals set out in the report.
- 7.4 Although the proposed changes at Mayfield Road may result in some negative impacts for cyclists, these are expected to be minor and should not detract from the attractiveness of the route as a whole.

## **Sustainability impact**

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- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 It is not expected that the proposals in this report will increase or reduce carbon emissions, as only minor changes to the road layout are planned.
- 8.3 The need to build resilience to climate change impacts is not relevant to the proposals in this report as only minor changes to the road layout are proposed.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because they address the concerns which were raised by local traders. The proposals are expected to have a positive impact on these local businesses and, as such, they are widely supported by the local business community.

- 8.5 Although the proposed changes at Mayfield Road may result in some negative impacts for cyclists, these are expected to be minor and should not detract from the attractiveness of the route as a whole.

## Consultation and engagement

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- 9.1 In deciding the proposed amendments to the existing road layout, Council Officers were involved in discussions with local businesses on Ratcliffe Terrace and Mayfield Road and also Grange Prestonfield Community Council to ensure that the proposals would address the concerns which have been raised.
- 9.2 The views of local residents at the east end of Fountainhall Road were also sought with regards to the potential removal of one residents' parking space to accommodate a loading bay. Responses were received from three residents who disagreed with this element of the proposals. The design has since been amended, and this space will now be relocated to the other end of the parking bay. As such, there will be no loss of residents' parking as a result of the proposals.
- 9.3 Statutory consultation was carried out in January 2014 as part of the Traffic Regulation Order process.
- 9.4 Local members have been briefed on this report and no comments or issues have been raised.

## Background reading/external references

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Appendix 1 – Objections and responses to objectors

Appendix 2 – Existing, advertised and amended layouts – Ratcliffe Terrace/Grange Loan/Fountainhall Road

Appendix 3 – Existing and advertised layouts – Mayfield Road

### John Bury

Acting Director of Services for Communities

Contact: Callum Smith, Senior Professional Officer, Projects Development

E-mail: [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | Tel: 0131 469 3592

## Links

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<b>Coalition pledges</b>	P45 – Spend 5% of the transport budget on provision for cyclists.
<b>Council outcomes</b>	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Objections received and response to objectors.</li><li>2. Existing, advertised and amended layouts – Ratcliffe Terrace/Grange Loan/Fountainhall Road.</li><li>3. Existing and advertised layouts – Mayfield Road.</li></ol>

## Callum Smith2

---

**From:** Callum Smith2  
**Sent:** 17 January 2014 09:05  
**To:** Traffic Orders  
**Subject:** RE: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Sharon,

No – are you able to do this as I'm not sure exactly what is sent?

Thanks,

Callum

Callum Smith  
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2 Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592 | [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)

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**From:** Sharon Lansdowne **On Behalf Of** Traffic Orders  
**Sent:** 17 January 2014 08:59  
**To:** Callum Smith2  
**Subject:** RE: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Callum

Has an acknowledgment been sent to [REDACTED]

Thanks

Sharon

---

**From:** Callum Smith2  
**Sent:** 17 January 2014 08:27  
**To:** Traffic Orders  
**Subject:** FW: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

John/Andrew/Sharon,

Please could you log this as an objection to the TRO advert for Ratcliffe Terrace (TRO/13/32).

Thanks,

Callum

Callum Smith  
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2 Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592 | [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)

---

**From:** [REDACTED]  
**Sent:** 16 January 2014 17:41  
**To:** [REDACTED]  
**Subject:** Re: Traffic Regulation Order - Ratcliffe Terrace and Mayfield Road

Dear Callum

SPOKES wishes to object to these plans as far as they affect Mayfield Rd. We have noted that the proposed changes will allow for loading to take place to the north of the junction of Mayfield Rd and West Saville Ter at certain times of the day (i.e. except for weekdays between 7.30 to 9.30am and 4.00 to 6.30pm). This will have the effect of allowing loading by vehicles parked across the designated cycle lane for southbound cyclists and replace the current no loading at any time prohibition.

This is unacceptable to SPOKES as it will undermine the value of the Quality Bike Corridor (QBiC) introduced by the Council forcing cyclists to move out into the traffic lane for vehicles turning right. This will be a safety hazard for cyclists at a junction which has previously been recognised by the Council as potentially dangerous. It also seems unnecessary as there is currently an adjacent parking bay which could be used for loading and which is outside of the designated cycle lane. Consequently, we cannot accept the suggestion that this is a "minor change".

This proposal also appears to conflict with the car parking policies included in the Council's Local Transport Strategy 2014 -19 and, in particular, the presumption, in section 12.3, to protect bus and cycle lanes by appropriate parking and loading restrictions.

Although we do not object to the proposals relating to Ratcliffe Ter and associated streets, it is essential that the parking and loading restrictions in this area and, indeed, elsewhere in the QBiC, are properly enforced. At present, there are many vans and other vehicles which park on double yellow lines in this area, across the designated cycle lane, with apparent impunity and have the effect of negating the value of the designated cycle lane.

Many thanks for the opportunity to comment on these proposals.

[REDACTED]

SPOKES Planning Group

[REDACTED]

[REDACTED]

On 10/01/2014 16:49, Callum Smith2 wrote:

Sir/Madam,

You had previously requested to be notified when the Traffic Regulation Order for the proposed changes to waiting/loading restrictions on Ratcliffe Terrace, Fountainhall Road and Grange Loan was publicly advertised. Some minor changes are also proposed for Mayfield Road between Mentone Terrace and Savile Terrace.

I can confirm that the period for comments and objection is now open, and any submissions can be made until 31<sup>st</sup> January 2014.

Further information is available on our website at [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk) (search 'Traffic Orders').

If you require any further information, please let me know.

Regards,

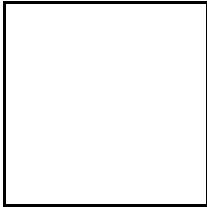
Callum

Callum Smith  
Projects Development | The City of Edinburgh Council | Transport | Services for Communities | Level C2  
Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG Tel 0131 469 3592  
| [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)

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## Callum Smith2

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**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 23 January 2014 12:47  
**To:** Callum Smith2  
**Subject:** FW: Objection TRO/13/32 Ratcliffe Terrace Plan

Callum

We've received another two objections to Mayfield Road, Ratcliffe Terrace etc today. I have acknowledged these by email. The other will follow soon.

John Murphy

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 23 January 2014 12:42  
**To:** Traffic Orders  
**Subject:** Objection TRO/13/32 Ratcliffe Terrace Plan

Hello,

I want to object against the proposed changes of the cycle lane along Mayfield Road and Ratcliffe Terrace.

- 1.) Mayfield Road, the removal of the loading restrictions will make this location considerably more unpleasant and dangerous for cyclists. This is already a dangerous pinch points as drivers going south already often encroach on the cycle lane to pass the stationary traffic that turns right. Sometimes cars are parked there illegally blocking the cycle lane, and this regularly leads to difficult situations. Instead of legalising a dangerous situation, better parking enforcement is needed.
- 2.) Ratcliffe Terrace: The additional loading bay just north of Fountainhall Road creates additional dangers for cyclists in a difficult location. This is the point where cars, coming from the south, try to overtake cyclists after crossing the junction, and the cycle lane weaving out around the parking bays leads cyclists right into the path of fast traffic (the road markings are often not visible to car drivers, particularly in darkness and wet conditions, so a high proportion of cars encroach on the cycle lane there). With the proposed changes, the cycle lane changes direction even more suddenly and cyclists & drivers will have less time to understand the situation, leading to more conflict.

Note that this is also steep uphill so cyclists are very slow, while many cars ignore the speed limit, so that the speed difference here is very large.

Steep uphill roads, where it is impossible for cyclists to keep up with motor speeds and very difficult not to wobble, should have straight and clearly separate cycle lanes and not force cyclists into the path of motor traffic.

At the very least, the cycle lane should be separated clearly from the car lanes by a kerb or by reflective road markers, and there should be regular enforcement to ensure that the cycle lane is respected.

Thank you



## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 23 January 2014 12:48  
**To:** Callum Smith2  
**Subject:** FW: Response to TRO

Callum

Objection attached

John Murphy

---

**From:** [REDACTED]  
**Sent:** 23 January 2014 12:22  
**To:** Traffic Orders  
**Subject:** Response to TRO

I am responding to TRO/13/32, "Ratcliffe Ter Order". I object in the strongest terms to the proposed change affecting Mayfield Road. This is an ill thought out and lethally dangerous proposal which if passed will result in cyclists being killed.

[REDACTED]

[REDACTED]

[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 23 January 2014 17:12  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32

Callum

Another email ref Ratcliffe Terrace etc.

John

-----Original Message-----

**From:** John Murphy On Behalf Of Traffic Orders  
**Sent:** 23 January 2014 17:11  
**To:** [REDACTED]  
**Subject:** RE: TRO/13/32

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy  
Traffic Orders Administration Officer

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 23 January 2014 13:11  
**To:** Traffic Orders  
**Subject:** TRO/13/32

I am writing to object to the traffic order TRO/13/32, but only the parts affecting Mayfield Road.

I cycle along this route four times a day as part of my commute, and am concerned that the change to allow loading over the top of the cycle lane on Mayfield Road will substantially increase the risk of collision.

Motor vehicles frequently straddle the lane at this point, forcing cyclists to use (seek refuge in) the space you propose to allow loading on.

As an aside, I note that I have not seen any motor vehicles turning right into Savile Terrace while travelling northbound on Mayfield Road in several years of commuting. The approach to this junction could be made a single lane for motor vehicles.

Yours sincerely,

[REDACTED]

--  
[Redacted]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 09:55  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32 - Mayfield Rd bike lane - objection to proposed parking relaxation by West Savile Terr

---

**From:** [REDACTED]  
**Sent:** 23 January 2014 21:24  
**To:** Traffic Orders  
**Subject:** TRO/13/32 - Mayfield Rd bike lane - objection to proposed parking relaxation by West Savile Terr

Dear Sir / Madam

re: TRO / 13/32

I've just read about the proposed relaxation of the parking ban on the Mayfield Rd cycle lane by West Savile Terrace, apparently in response to shopkeeper pressure.

I would like to lodge an objection to relaxing the ban.

I regularly cycle along that route with my children on their way to school, and am very conscious of it as a risky spot to pass by bike, despite the bike lane, given vans and cars stopping there. I'm aware there have been various accidents in that area in the past, and implementing this proposal would be a very backwards step for improving cycling conditions.

Regards

[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 09:55  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32, Ratcliffe Ter Order - Changes to parking/loading on Mayfield Road

Callum

3 more emails today.

John

---

**From:** [REDACTED]  
**Sent:** 23 January 2014 20:46  
**To:** Traffic Orders  
**Subject:** TRO/13/32, Ratcliffe Ter Order - Changes to parking/loading on Mayfield Road

It has been brought to my attention by SPOKES that the council is planing to amend the parking/loading regulations on Mayfield Road, as part of the Ratcliffe Terrace Order (TRO/13/32).

I would like to object to the section of this order which seeks to permit parking within a section that will block the cycle lane on Mayfield Road

Please note that I have no specific objections to the changes on Ratcliffe Terrace, as the cycle lane is being maintained throughout.

As a resident of East Suffolk Park, I regularly use this cycle lane into/back from the city centre. However my progress is often blocked by drivers illegally parking/stopping and partially or fully blocking the cycle lane. I am somewhat annoyed that the council is seeking to legalise this, especially given the recent publicity around the aim of encouraging cycling.

Indeed, I would support the council in implementing measures to reduce parking along this route (and elsewhere in the city) to improve passage for those using public transport, cycling, and walking - i.e. not contributing to increased congestion and air pollution within the city.

I hope that future development of the cycling network within the city is more positive, rather than this somewhat backwards step.

Yours sincerely,

[REDACTED]

--  
[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 09:56  
**To:** Callum Smith2  
**Subject:** FW: Re TRO/13/32, Ratcliffe Ter Order

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 23 January 2014 21:56  
**To:** Traffic Orders  
**Subject:** Re TRO/13/32, Ratcliffe Ter Order

Hi,

I'm writing to object to the West Savile Terrace/Mayfield Road part of the above proposal. As it is, the sharp turn in the cycle lane back towards the kerb past the parked cars is dangerous enough as the road narrows to pass the traffic island, but to allow cars to park over this during parts of the day will make it worse. Please don't undo what is a big improvement on what was (or wasn't) there before.

Regards,

[REDACTED]



## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 10:41  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32 Ratcliffe Terr

Another one Callum.

---

**From:** John Murphy **On Behalf Of** Traffic Orders  
**Sent:** 24 January 2014 10:41  
**To:** [REDACTED]  
**Subject:** RE: TRO/13/32 Ratcliffe Terr

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy  
Traffic Orders Administration Officer

---

**From:** [REDACTED]  
**Sent:** 24 January 2014 10:56  
**To:** Traffic Orders  
**Subject:** TRO/13/32 Ratcliffe Terr

Dear Sir/Madam,

I wish to object to that part of this Order which relates to Mayfield Rd, and which relaxes restrictions affecting a cycle lane close to the West Savile Terrace junction. This stretch of road has a history of cycle accidents and it is important that cycle facilities here remain unaffected.

I note that Park14 of the latest Local Transport Strategy has a presumption against proposals such as this (see below).

Yours sincerely,

[REDACTED]

Park14:  
*The Council will only relax parking/loading restrictions  
if such relaxation will not have a significant impact on pedestrians, cyclists ...*

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 10:59  
**To:** Callum Smith2  
**Subject:** FW: objection to Traffic Regulation Order TRO/13/32.

---

**From:** John Murphy **On Behalf Of** Traffic Orders  
**Sent:** 24 January 2014 10:58  
**To:** [REDACTED]  
**Subject:** RE: objection to Traffic Regulation Order TRO/13/32.

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal for consideration when the period for submitting objections has passed.

Regards

John Murphy  
Traffic Orders Administration Officer

---

**From:** [REDACTED]  
**Sent:** 24 January 2014 10:46  
**To:** Traffic Orders  
**Subject:** objection to Traffic Regulation Order TRO/13/32.

Hi

Please note my objection to the Traffic Regulation Order TRO/13/32.

I understand there have been complaints by shops, and the Council proposes allowing vehicles to stop for loading in part of Mayfield Rd cycle lane at offpeak times, replacing the current prohibition on loading at any time. This would apply to the short stretch of cycle lane angling back to the kerb near the junction, after passing the existing parking bays. I cycle every day on this route, often with my two primary school children. This TRO is unacceptable to me and my family, and even more so at this point next to the West Saville Terrace junction which was the site of several cycling casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy

Cars stopped in cycle lanes, sometimes legally and often illegally, are a nightmare to cyclists such as ourselves, as we have to come out of the cycle lanes and into traffic, which can be dangerous as well as very off-putting in terms of encouraging cycling. The school day means we often cycle off peak, though almost every day we find cars parked in the cycle lane even at peak

This Order also includes changes at Ratcliffe Terrace – I do not object to these, since the cycle lane will be extended past a new parking space. What I object to is the Mayfield Road change.

Please acknowledge receipt of my complaint. Thank you.

Regards,

[REDACTED]

[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 15:39  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Another email Callum.

---

**From:** [REDACTED]  
**Sent:** 24 January 2014 15:09  
**To:** Traffic Orders  
**Subject:** Re: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Of course, my omission.

[REDACTED]

An amazingly fast response, thank you.

---

**From:** Traffic Orders <[TrafficOrders@edinburgh.gov.uk](mailto:TrafficOrders@edinburgh.gov.uk)>  
**To:** [REDACTED]  
**Sent:** Friday, 24 January 2014, 15:07  
**Subject:** RE: TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Dear [REDACTED]

Thank you for your email. Can you please provide a postal address as we require this from all objectors.

Regards

John Murphy  
Traffic Orders Administration Officer

---

**From:** [REDACTED]  
**Sent:** 24 January 2014 14:49  
**To:** Traffic Orders  
**Subject:** TRO/13/32 Mayfield Rd bike lane - proposed parking relaxation by West Savile Terr

Please note my objection to the Traffic Regulation Order TRO/13/32.

We understand there have been complaints by shops, and the Council proposes allowing vehicles to stop for loading in part of Mayfield Rd cycle lane at off-peak times, replacing the current prohibition on loading at any time. This would apply to the short stretch of cycle lane angling back to the kerb near the junction, after passing the existing parking bays.

Many cyclists use this route most days, including many students and children. This TRO is unacceptable, and even more so at this point next to the West Saville Terrace junction which was the site of several cycling

casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy.

I am saddened by the fact that the Council are u-turning on their policy already approved under their 2014-2019 Local Transport Strategy [LTS, principally:

Park13 : There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

Park14: The Council will only relax parking/loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or flow or safety of buses and other traffic.

Cycling to work with children is difficult, the bike corridor helps keep my children safe, please don't make their safety and that of others a secondary consideration by imposing TRO/13/32.

We are objecting only to the Mayfield Road proposal, not Ratcliffe Terrace.

Thanks for listening.

Regards

[Redacted signature]

\*\*\*\*\*

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\*\*\*\*\*

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 24 January 2014 15:47  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32-objection

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 24 January 2014 15:43  
**To:** Traffic Orders  
**Subject:** RE: TRO/13/32-objection

Dear [REDACTED]  
Apologies-here is it

[REDACTED]  
Best wishes  
[REDACTED]

-----Original Message-----

**From:** John Murphy [<mailto:John.Murphy@edinburgh.gov.uk>] On Behalf Of Traffic Orders  
**Sent:** 24 January 2014 15:34  
**To:** [REDACTED]  
**Subject:** RE: TRO/13/32-objection

Hi

Sorry we require a full postal address, not just post code.

Regards

John Murphy

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 24 January 2014 15:32  
**To:** Traffic Orders  
**Subject:** RE: TRO/13/32-objection

Dear [REDACTED]  
Thank you very much. It's [REDACTED]  
Best wishes  
[REDACTED]

-----Original Message-----

**From:** John Murphy [<mailto:John.Murphy@edinburgh.gov.uk>] On Behalf Of Traffic Orders  
**Sent:** 24 January 2014 15:27  
**To:** [REDACTED]  
**Subject:** RE: TRO/13/32-objection

Dear [REDACTED]

Thank you for your email. Can you please provide a postal address as we require this from all objectors.

Regards

John Murphy  
Traffic Orders Administration Officer

-----Original Message-----

From: [REDACTED]  
Sent: 24 January 2014 15:21  
To: Traffic Orders  
Subject: TRO/13/32-objection

Dear Sir

A relative of mine had a serious accident whilst cycling (hit by a car) in this area and I believe that the new proposals will make cycling even more dangerous. I strongly object to the new proposal.

Kind regards

[REDACTED]

--

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\*\*\*\*\*

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\*\*\*\*\*

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 29 January 2014 09:39  
**To:** Callum Smith2  
**Subject:** FW: Traffic Order TRO/13/32  
**Attachments:** RT\_001.jpg; RT\_005.jpg; RT\_011.jpg

Calum

Another objection to TRO/13/32.

John

---

**From:** [REDACTED]  
**Sent:** 28 January 2014 17:10  
**To:** Traffic Orders  
**Subject:** Traffic Order TRO/13/32

Dear Sir/Madam,

We are writing with reference to TRO/13/32 that was recently sent to us, we would like to submit reasons why we are concerned with the proposed changes and why we're submitting an objection to them.

[REDACTED] has been located at [REDACTED] Ratcliffe Terrace on the east side of the street since 1978, we provide a variety of office products and business machines to businesses, Councils and SME's. [REDACTED] has six members of staff including a service department that repairs photocopiers, shredders, printers, large plotters and other office machines at our premise, the machines vary in size and weight, from one person being able to carry them to up to three people having to carry them. We are a Brother service centre for their out of warranty machines, these are brought to us by businesses and individuals.

[REDACTED] receives deliveries throughout each day and week from suppliers, this includes;

Pallets of paper weighing 499KG, this is currently delivered outside our door, a tail lift drops to allow the pallet to be unloaded from the side onto the pavement. Due to the proposed double yellow lines, the length of the lorry and where it can be unloaded, this will be a considerable distance up the road. The pavement is uneven, the paving is broken and rocks in places, there are areas where paving slabs are missing and replaced with some form of Tarmacadam. The paper distributor will not allow their staff to move paper that far as there is a health & safety issue as the pallet could topple, due to it being difficult to control going down a slope.

Hand towels

Toners and other machine consumables

Office furniture on pallets

Office supplies

Catalogues

In addition to this, [REDACTED] has daily deliveries to its' customers, this can be multiple boxes of paper and other ancillary items. [REDACTED] also has to unload/load the van with machines to be taken back to customers, so we need to have the ability to park by our entrance.

The current proposal is that there'll be double yellow lines that stretch for 12 metres from the south of our office to the north of it, at this point a parking bay is proposed, (the bay that is in use just now takes approx. 3 or 4 cars), this appears to be drawn to end at the edge of the last building of this section of properties. Aside from the proposed parking bay,



there is no parking of any type on the east side of Ratcliffe Terrace from the traffic lights at Fountainhall Road through to Causewayside.

On the west side of Ratcliffe Terrace it is proposed that there will be an extension to the parking bay, a 13m loading bay, in Grange Loan there will be a 12m loading bay and in Fountainhall Road an 8m loading bay.

The issues that [REDACTED] will face are that due to there being no Loading Bay being proposed there will be limited or no parking available (as the parking bay can't be guaranteed to be vacant as and when required) on the east side of Ratcliffe Terrace for supplier deliveries to [REDACTED] and to be able to legally load our van during the working day. Our refuse collection operator will be unable to stop to uplift legally, due to the nature of what we sell we have a "loose" collection as we do not have the facility to store a waste bin. Passing trade that currently stops to purchase office supplies from us are unlikely to look for a parking space and will go elsewhere.

The attached photos highlight the difficulty [REDACTED] has re parking, due to the overspill from the west to east side of the street

RT 001 cars parked in bay, GM2 lorry was due to deliver a pallet of paper to [REDACTED] but was unable to due to the bays being full and it not being possible to push the pallet of paper up the incline.

RT 005 the two lorries on the east side of Ratcliffe Terrace are making deliveries to the Chinese supermarket on the west side of the street, as well as lorries that are parked on the west side of the street.

There are several other photos that show how congested the street can be due to the large lorries taking up so much space, if you require them, we'll be happy to forward them.

Unless there are further amendments made to the traffic order that will enable [REDACTED] to be able to receive deliveries and be able to load deliveries without being hindered, it will make it very difficult for us to continue to operate and trade in Ratcliffe Terrace.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 29 January 2014 15:09  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32

Callum

Another email objection for Ratcliffe Terrace.

John

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 29 January 2014 14:46  
**To:** Traffic Orders  
**Subject:** TRO/13/32

To Head Of Transport,

I would like to object to the changes outlined in Traffic Regulation TRO/13/32.

I am a regular user of the QBC, using the full length during my cycle commute between Liberton and the Western General Hospital. The utility of the QBC is hampered by the incomplete nature of the 'corridor' and by illegal parking along the length, especially the area between Mentone Terrace and Tesco's. The TRO does not resolve either of these issues and makes using the QBC in this area even harder to use.

I object to the changes based on the increased danger it poses to cyclists using the QBC and that it conflicts with the policies outlined in the Local Transport Strategy.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

--  
The University of Edinburgh is a charitable body, registered in Scotland, with registration number SC005336.

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 29 January 2014 16:03  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32 Objection

Callum

This email came in last Thursday, but I missed it amongst the others.

John

---

**From:** [REDACTED]  
**Sent:** 23 January 2014 17:44  
**To:** Traffic Orders  
**Subject:** TRO/13/32 Objection

Dear Sirs,

I am writing to object to 'TRO/13/32 Ratcliffe Terrace Plan', specifically the changes to parking/loading restrictions on Mayfield Road. Allowing vehicles to stop on a cycle lane, at any time of the day, is unacceptable for cycling safety. This particular section of road, which I cycle on daily, is particularly dangerous as it is on the approach to a junction.

I ask the council to maintain the 'no loading at any time' status and to enforce that restriction (which is often ignored by motorists at present).

I have no objection to the changes in Appendix 1 (Ratcliffe Terrace), only to those in Appendix 2 (Mayfield Road).

[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 30 January 2014 13:13  
**To:** Callum Smith2  
**Subject:** FW: I object to the proposal to allow loading on the section of bike lane at Mayfield Rd

Callum

Another email re TRO/13/32

John

---

**From:** e-mail [REDACTED]  
**Sent:** 30 January 2014 11:54  
**To:** Traffic Orders  
**Subject:** I object to the proposal to allow loading on the section of bike lane at Mayfield Rd

I refer to TRO/13/32, Ratcliffe Ter Order,  
However I am only objecting to the area in Mayfield Rd, near the junction with West Saville Terrace.  
My reason for objecting is that as a cyclist and a driver, I feel very strongly that having parked vehicles in this area will make the road more dangerous, as bikes are forced to pull out in front of traffic near a busy junction. I believe there have been bike accidents in this area in the past.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 30 January 2014 13:15  
**To:** Callum Smith2  
**Subject:** FW: Transport Order Public Consultation. Objection to TRO/13/32

---

**From:** John Murphy **On Behalf Of** Traffic Orders  
**Sent:** 30 January 2014 13:15  
**To:** [REDACTED]  
**Subject:** RE: Transport Order Public Consultation. Objection to TRO/13/32

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal, for consideration.

Regards

John Murphy  
Traffic Orders Administration Officer

---

**From:** [REDACTED]  
**Sent:** 30 January 2014 13:13  
**To:** Traffic Orders  
**Subject:** Transport Order Public Consultation. Objection to TRO/13/32

Order Ref. No.: TRO/13/32  
Order Title : Radcliffe Terrace Plan

Name : [REDACTED]  
Address [REDACTED]

I am writing to object to Appendix 2 of the above traffic order, which concerns changing loading prohibitions on Mayfield Road.

I live on Mayfield Road and cycle on Mayfield Road every day, using the new Quality Bike Corridor. The junction with West Savile Road has always been a dangerous junction and it has improved now that there is a completely car free cycle lane leading to the junction from both directions (unlike the cycle lane further up Causewayside near Tesco, which is always covered with parked cars, making a mockery of the cycle lane). To change the restrictions to allow cars to park on the Mayfield Road cycle lane is a big backwards step and will make it dangerous for bikes approaching the junction. In fact I can't believe you are seriously considering this change after building and promoting the Quality Bike Corridor. There are more cyclists on Mayfield Road than virtually any road in Edinburgh (mainly due to students going to/from Kings Buildings) and everything should be done to make it safer for them. You should be strengthening restrictions to make it even more bike friendly not diluting them.

There is already plenty of loading space for cars inside the cycle lane. The problem is enforcement of the loading, not number of spaces, as it is used by cars for short term parking rather than loading (again, this is even more true of Causewayside outside Tesco, where there is no enforcement to make sure that cars are just loading).

The proposed change is also against the new Local Transport Strategy that the council has now approved and should be used. In particular, this says : Park13 "*There will be a presumption in favour of protecting all bus and cycle lanes and*

*pedestrian and/or cycle crossing points by appropriate parking and loading restrictions” and Park14 “The Council will only relax parking/loading restrictions if such relaxation will not have a significant negative impact on pedestrians cyclists or flow or safety of buses and other traffic”*

On both these counts the proposed change fails. Therefore, as a resident of Mayfield Road adversely affected by the proposed change, I ask you to not go ahead with it, as basically it will make getting around more dangerous on a day to day basis.

(Note, I am only objecting to the Mayfield Road part (appendix 2) of TRO/13/32, not the Radcliffe Terrace part)

Yours Sincerely,



I

## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 30 January 2014 15:48  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32 Ratcliffe Ter Order

---

**From:** [REDACTED]  
**Sent:** 30 January 2014 14:14  
**To:** Traffic Orders  
**Subject:** TRO/13/32 Ratcliffe Ter Order

From:  
[REDACTED]

Dear Sirs

### **TRO/13/32 Ratcliffe Ter Order**

I write to object strongly to the proposed alteration to the permitted loading and unloading arrangements at Mayfield Terrace by allowing vehicles to stop for loading and unloading at certain off-peak times over part of the existing cycle lane leading up to the traffic lights. My grounds for objection is that it would force cyclists without warning out into vehicle traffic approaching the lights to continue up Mayfield Road: this traffic tends to creep across to the left at the earliest possible opportunity to get past vehicles waiting to turn right, even with the existing arrangement which already has a minimal filter length. Traffic also tends to be moving faster in off-peak periods. It would be unreasonable and potentially unsafe to expect cyclists to stop and wait because their cycle lane is obstructed.

I understand that a major reason for the present arrangement was to reduce the number of injuries and fatalities to cyclists and in my view the current proposal largely negates this.

I am objecting only to the Mayfield Road part of the proposal: I am not objecting to the other part of the proposal in the TRO that applies to Ratcliffe Terrace.

I look forward to hearing from you.

Yours faithfully

[REDACTED]

--

[REDACTED]

[REDACTED]

Please consider the environment before printing this e-mail



## Callum Smith2

---

**From:** John Murphy on behalf of Traffic Orders  
**Sent:** 31 January 2014 11:52  
**To:** Callum Smith2  
**Subject:** FW: TRO/13/32, Ratcliffe Terrace Order - Objection

Callum

Another email. I'll give it to the end of next week, then double check with you the number we have received.

John

---

**From:** John Murphy **On Behalf Of** Traffic Orders  
**Sent:** 31 January 2014 11:50  
**To:** [REDACTED]  
**Subject:** RE: TRO/13/32, Ratcliffe Terrace Order - Objection

Dear [REDACTED]

I confirm receipt of your email today. This will be passed onto the relevant officer dealing with the proposal, for consideration.

Regards

John Murphy  
Traffic Orders Administration Officer

---

**From:** [REDACTED]  
**Sent:** 31 January 2014 10:23  
**To:** Traffic Orders  
**Subject:** RE: TRO/13/32, Ratcliffe Terrace Order - Objection

Dear Sir/Madam,

RE: TRO/13/32, Ratcliffe Terrace Order

I would like to note my objection to Traffic Regulation Order TRO/13/32, specifically to the change in loading rules on Mayfield Road.

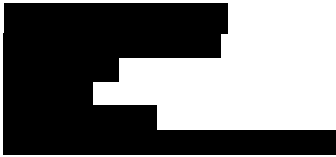
I understand the Council proposes allowing vehicles to stop for loading in the part of the Mayfield Rd cycle lane just before the traffic lights at off-peak times, replacing the "no loading at any time" rule that is currently in place, following complaints by the shops.

I object to this proposal because there are a large number of cyclists who use this route, including many children. This TRO is unacceptable because by allowing loading in the part of the cycle lane that angles back towards the kerb cyclists will be forced into the main traffic flow at the most dangerous point, where cars are adjusting position on the road to enter the "turn right" or "straight on" lanes at the traffic lights. This will be particularly hazardous for less able or younger cyclists and would remove the protection provided by the Quality Bike Corridor at one of the points it is most needed. I note that this was the site of several cycling casualties before the cycle lanes and ASLs were installed. The proposal also conflicts with policies Park13 and Park14 of the new Local Transport Strategy.

Cars stopped in cycle lanes are one of the most problematic issues cyclists encounter. They force cyclists out of the cycle lane and into traffic which can be dangerous and, especially for younger or less confident riders, can be very discouraging. School hours mean children very often cycle off peak and if the council wants to encourage more people to cycle and use cars less, then cycle lanes need to be protected, not tinkered with. Cars are often parked illegally in cycle lanes as it is (including at the area in question at Mayfield Road) and reducing a prohibition on loading from "always" to "timed" will almost certainly encourage the parking of more cars in this lane both peak and off-peak.

This Order includes changes at Ratcliffe Terrace - I do not object to these - only to the Mayfield Road change. The creation of the Quality Bike Corridor was great for encouraging cycling - please don't reduce its effectiveness.

Regards,

A large black rectangular redaction box covering the signature area.

The Objector

Date 11 March 2014

Your ref

Our ref TRO/13/32/CS

Dear Sir/Madam

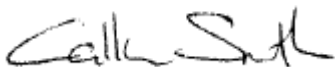
**OBJECTION TO TRO/13/32 – RATCLIFFE TERRACE AND MAYFIELD ROAD**

Thank you for your e-mail stating your objection to the above Traffic Regulation Order.

A report on the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 3 June 2014, and your objection will be considered at this meeting. The report will be available on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>.

Should you wish to discuss this matter further, please do not hesitate to contact me using the details below.

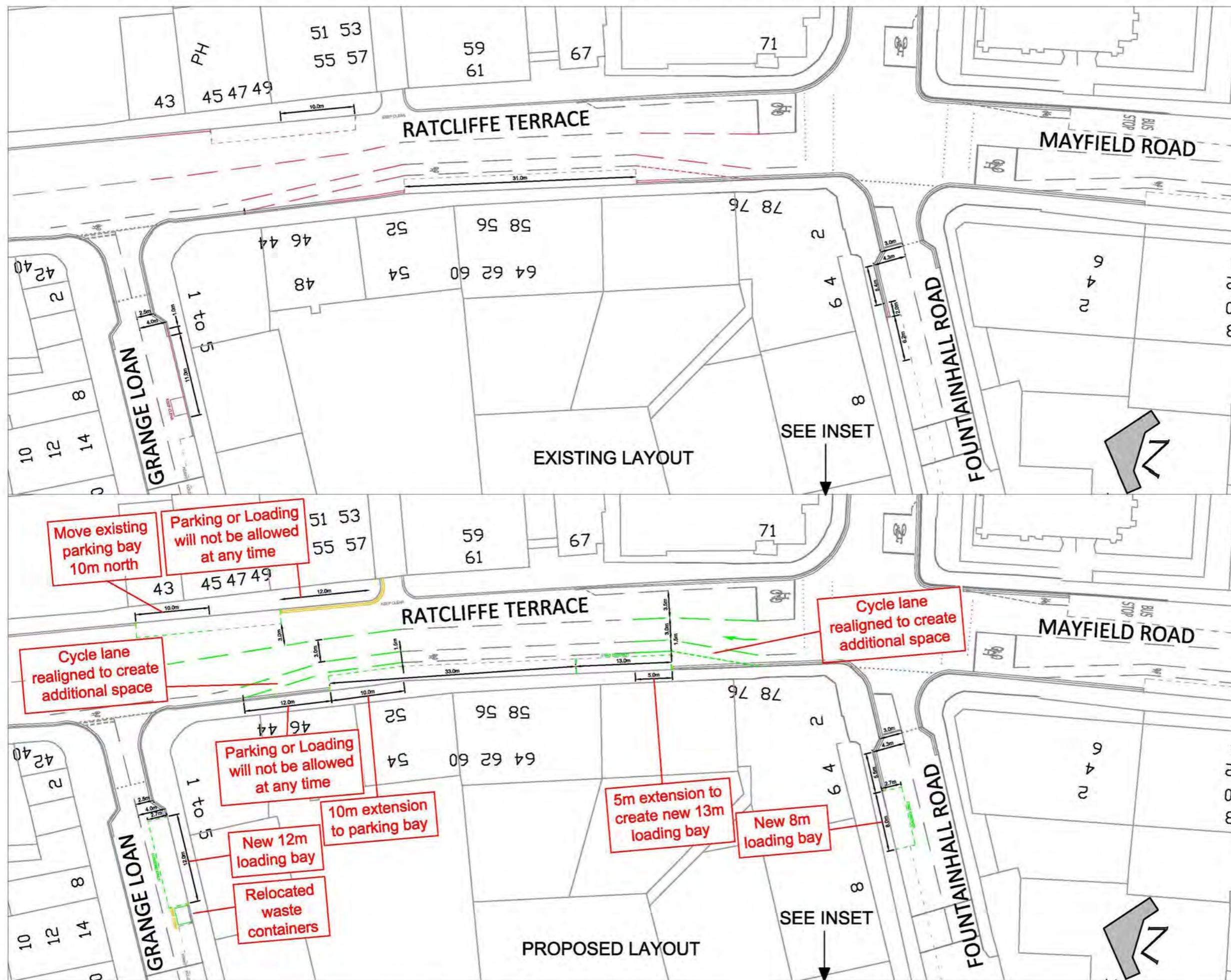
Yours sincerely



**Callum Smith**  
**Senior Professional Officer**  
**(Projects Development)**

**Callum Smith, Senior Professional Officer, (Projects Development), Services for Communities**

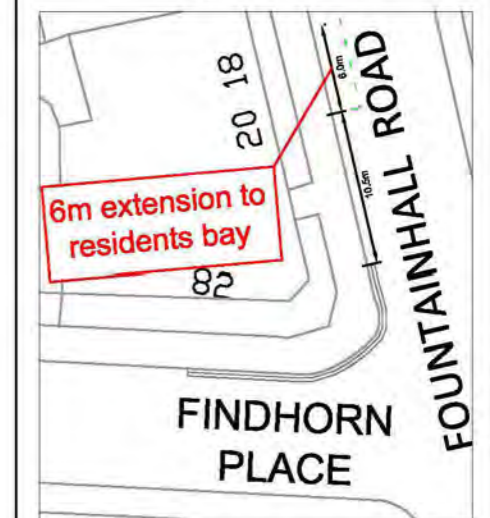
Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG  
Tel 0131 469 3592 Fax 0131 529 6201 [transport.projectsdevelopment@edinburgh.gov.uk](mailto:transport.projectsdevelopment@edinburgh.gov.uk)



NOTES:



EXISTING LAYOUT (INSET)



PROPOSED LAYOUT (INSET)

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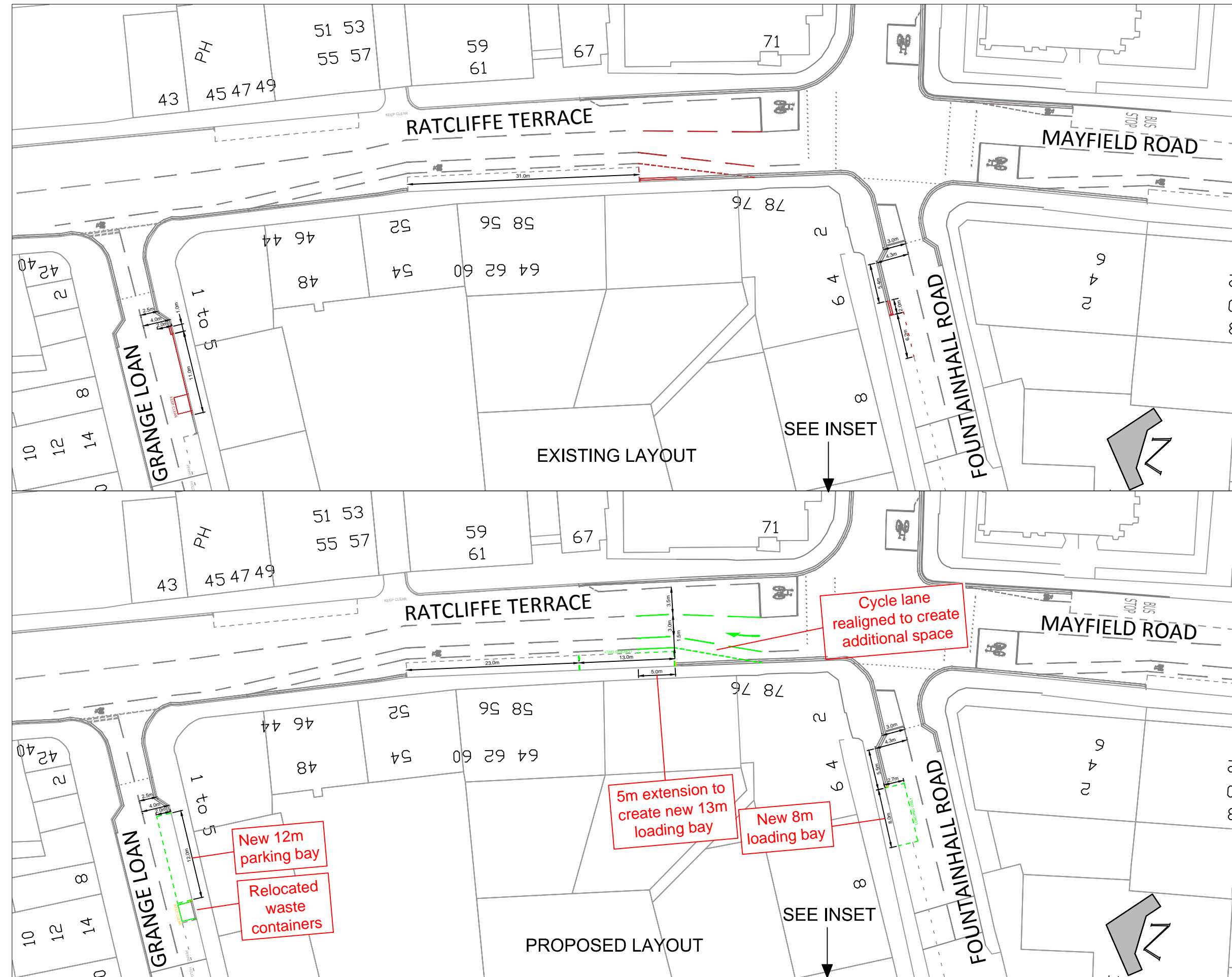
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THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES  
The City of Edinburgh Council  
City Chambers, High Street  
Edinburgh EH1 1YJ  
Tel No 0131 200 2000

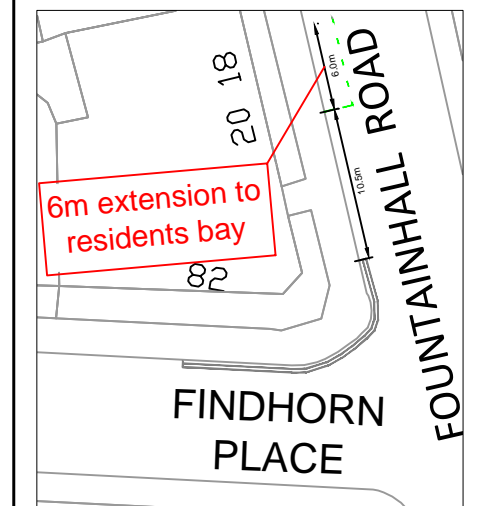
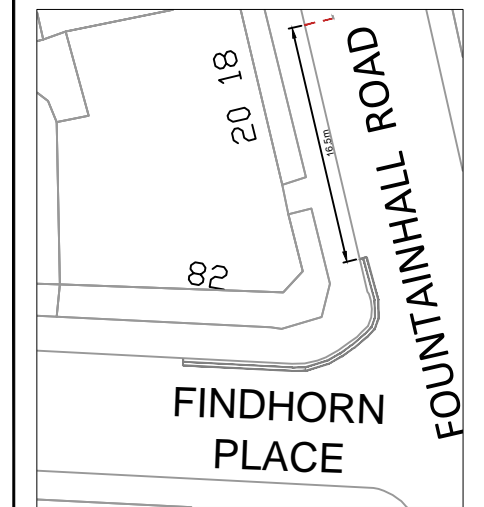
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TRAFFIC & ENGINEERING  
NEW WORKS  
Roads & Transport Design

Appendix 2 -  
Ratcliffe Terrace/Grange Loan/Fountainhall Road  
Advertised Layout

Date: 19 February 2013 Job No: 635680 Drawn by: MRW  
Scale: 1:250 at A1 Checked by: CS



NOTES:



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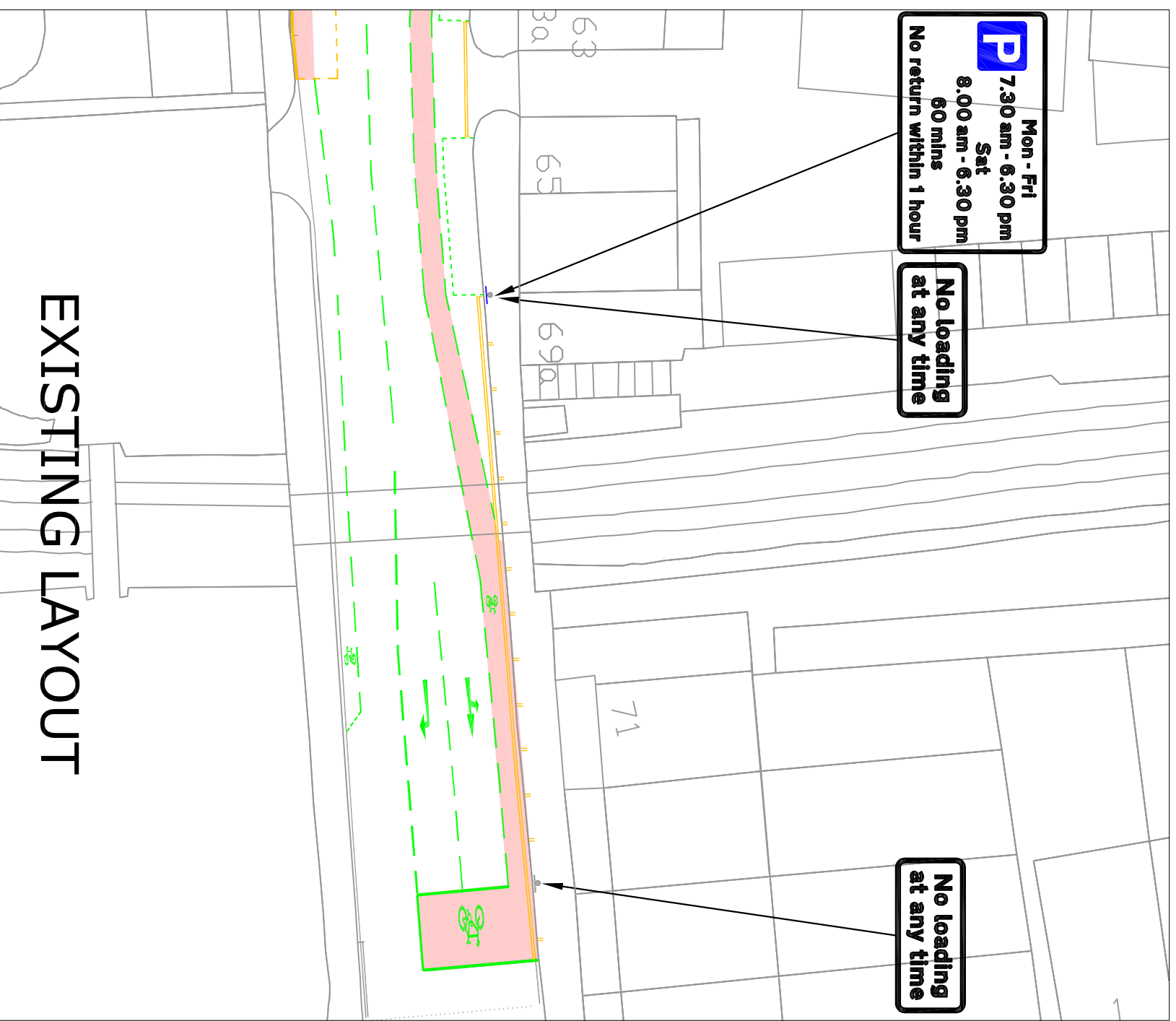
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SERVICES FOR COMMUNITIES  
The City of Edinburgh Council  
City Chambers, High Street  
Edinburgh EH1 1YJ  
Tel No 0131 200 2000

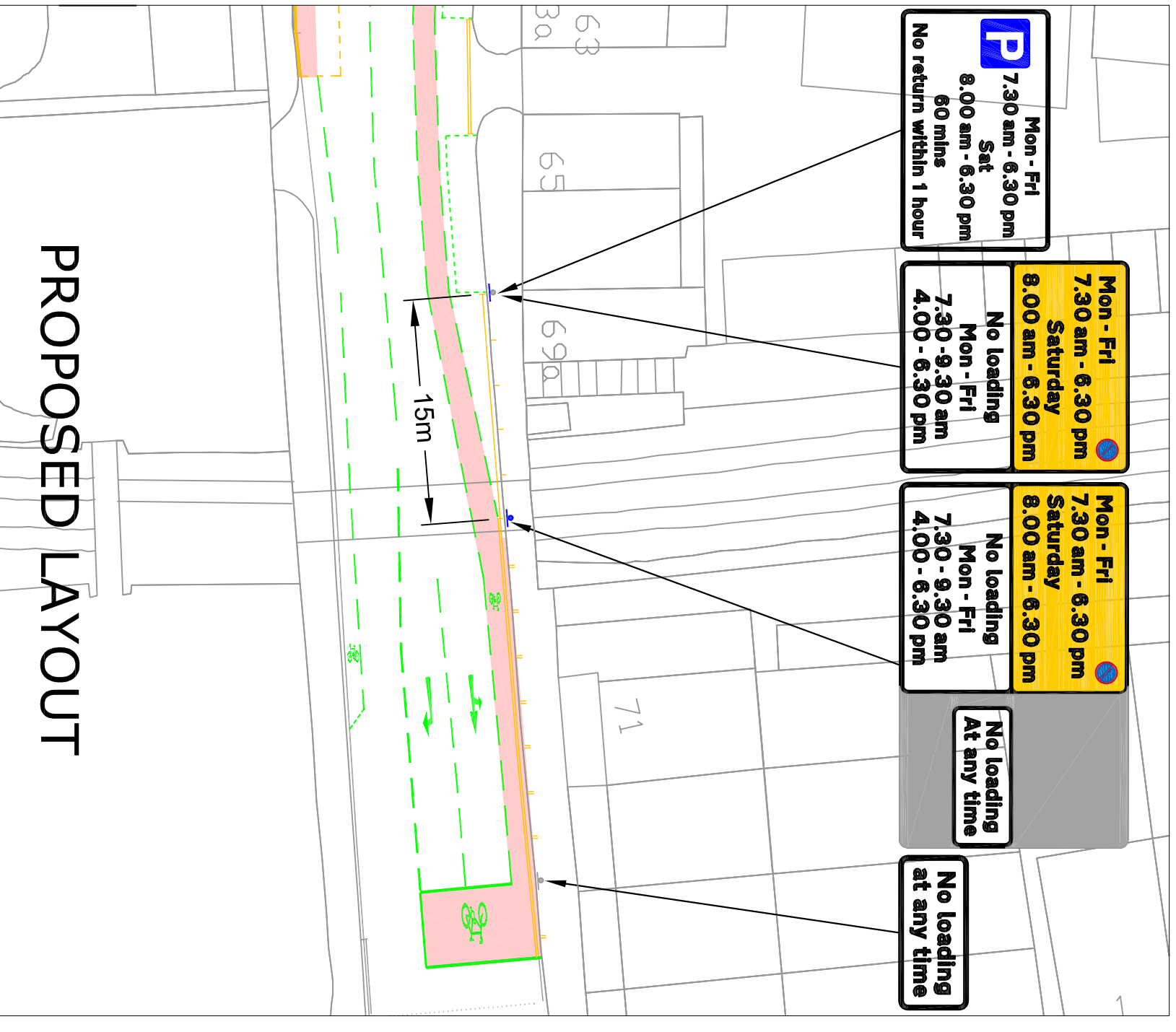
TRANSPORT  
TRAFFIC & ENGINEERING  
NEW WORKS  
Roads & Transport Design

Appendix 2 -  
Ratcliffe Terrace/Grange Loan/Fountainhall Road  
Amended Layout

Date: 16 April 2014      Job No.: 635680      Drawn by: MRW  
Scale: 1:250 at A1      Checked by: CS

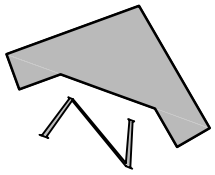


# EXISTING LAYOUT



# PROPOSED LAYOUT

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The City of Edinburgh Council  
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Edinburgh EH1 1YJ  
Tel No 0131 200 2000

TRANSPORT  
TRAFFIC & ENGINEERING  
NEW WORKS  
Roads & Transport Design

Appendix 3 - Mayfield Road

Date: 26 November 2012  
Scale: NTS at A3

Drawn by: MRW  
Checked by: CS

DRG NO. Appendix 3

# Transport and Environment Committee

10:00am, Tuesday, 3 June 2014

## Objections to Proposed Reductions to Lengths of Double Yellow Lines – South Morningside

Item number	8.3
Report number	
Executive/routine	
Wards	10 - Meadows/Morningside

### Executive summary

---

Double yellow line waiting restrictions are currently marked at various junctions within the South Morningside area. After representations from local residents it was considered that the restrictions on Craiglea Drive, at its junctions with St Clair Terrace, St Ninian's Terrace and St Fillan's Terrace, should be amended. It is proposed that these restrictions should be reduced by four metres and replaced by single yellow line restrictions, operating between the hours of 0800 and 1800 Mondays to Fridays inclusive.

Objections were received when the proposals were advertised to the public. This report addresses the representations and recommends that the Traffic Order is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

### Links

---

Coalition pledges	
Council outcomes	<a href="#">CO22</a> , <a href="#">CO23</a> , <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Objections to Proposed Reductions to Lengths of Double Yellow Lines – South Morningside

### Recommendations

---

- 1.1 It is recommended that the Committee:
  - 1.1.1 sets aside the objections received; and
  - 1.1.2 makes the Traffic Regulation Order as advertised.

### Background

---

- 2.1 In September 2010, double yellow line waiting restrictions were introduced at various junctions in the South Morningside area, to the west of Comiston Road, to assist persons crossing at the junctions and to improve sightlines for drivers. Local concerns over loss of parking space, due to the lengths of double yellow lines at the various junctions were raised, whilst public surveys were being carried out on Priority Parking proposals in South Morningside.

### Main report

---

- 3.1 After an assessment of the existing waiting restrictions, it was proposed to address the residents' concerns by reducing certain lengths of double yellow line waiting restrictions. On Craiglea Drive, at the junctions with St Clair Terrace, St Ninian's Terrace and St Fillan's Terrace, it was considered that four metres of double yellow line could be changed to single yellow line, operating between the hours of 0800 and 1800, Monday to Friday inclusive. A number of minor adjustments were also proposed to match the lengths of double yellow lines marked on-street, to those shown in the Traffic Order (see attached plan, Appendix 2).
- 3.2 The Traffic Regulation Order to make the above amendments was advertised from 26 April 2013 until 21 May 2013. Three objections were received and these are set out in Appendix 1. The objectors were mainly concerned that road safety was being compromised, by reducing the lengths of the double yellow lines.



- 3.3 The single yellow line restrictions will allow vehicles to park outwith the above times at these locations but will maintain control over parking during times when schoolchildren will most likely be present.
- 3.4 When the new restrictions are placed on-street, it is proposed that the Parking Attendants will provide additional patrols, to discourage drivers from parking incorrectly.

### **Measures of success**

---

- 4.1 To address local concern over loss of parking provision while maintaining road safety.

### **Financial impact**

---

- 5.1 It is anticipated costs for undertaking the necessary works will be £3,000 and this can be met from the general Parking Operations Revenue budget.

### **Risk, policy, compliance and governance impact**

---

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

### **Equalities impact**

---

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there is no direct equalities impacts arising from this report.
- 7.2 These measures are proposed to meet concern from local residents who feel they have lost too much available parking space. Although double yellow lines are there for the wellbeing of the public, it is considered that the reductions in length will maintain road safety.

### **Sustainability impact**

---

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

## Consultation and engagement

---

- 9.1 These proposals have been advertised in the press and on the Council website.
- 9.2 The proposals were formed as a result of public demand from Priority Parking surveys.
- 9.3 Community Councils, the local Councillors and emergency services have also been consulted. No comments were received.

## Background reading/external references

---

None.

### Mark Turley

Director of Services for Communities

Contact: John Murphy, Traffic Orders Administration Officer

E-mail: john.murphy@edinburgh.gov.uk | Tel: 0131 469 3660

## Links

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### Coalition pledges

**Council outcomes**

- CO22** - Moving Efficiently - Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
- CO23** - Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
- CO26** - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

**Single Outcome Agreement**

- SO4** – Edinburgh’s communities are safer and have improved physical and social fabric.

**Appendices**

- Appendix 1- Details of the objections
- Appendix 2 - Plan of the proposed reductions in line lengths

## Objections to Proposed Reductions to Lengths of Double Yellow Lines – South Morningside

### Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

Issue	Response	Number
The double yellow lines give a clear indication not to park and since these have been introduced it has made the roads much safer to cross for children and elderly people.	The lengths of road will continue to be controlled during peak times and are not an indication to park throughout the day.	2
A resident believes this proposal is driven by other residents who live on these streets who do not want restrictions. Parking is presently available and therefore he/she believes that the parking issue is overstated and should not be used to the detriment of safety.	Our public consultations showed a majority of responders felt lack of parking space was a major issue. The proposals attempt to meet local residents concerns while not compromising road safety.	2
The single yellow lines are likely to lead to confusion with the chance that cars are parked on them particularly during the time when school children will be travelling to/from school.	The restricted hours that the single yellow lines will operate cover the busiest times of the day when children are likely to be passing to and from school.	1
The introduction of the single yellow lines will result in additional street clutter which is considered inappropriate in this area.	The current legislation requires that signs have to be placed on-street to display the times that the single yellow line restrictions are in operation.	1

APPENDIX 2 - PLANS

NOTES

REMOVE 4m OF DOUBLE YELLOW LINE  
AND  
REPLACE WITH SINGLE YELLOW LINE  
OPERATING FROM 08.00 TO 18.00  
MONDAYS TO FRIDAYS INCLUSIVE

Produced using Smallworld GIS

Date: 24/10/2012

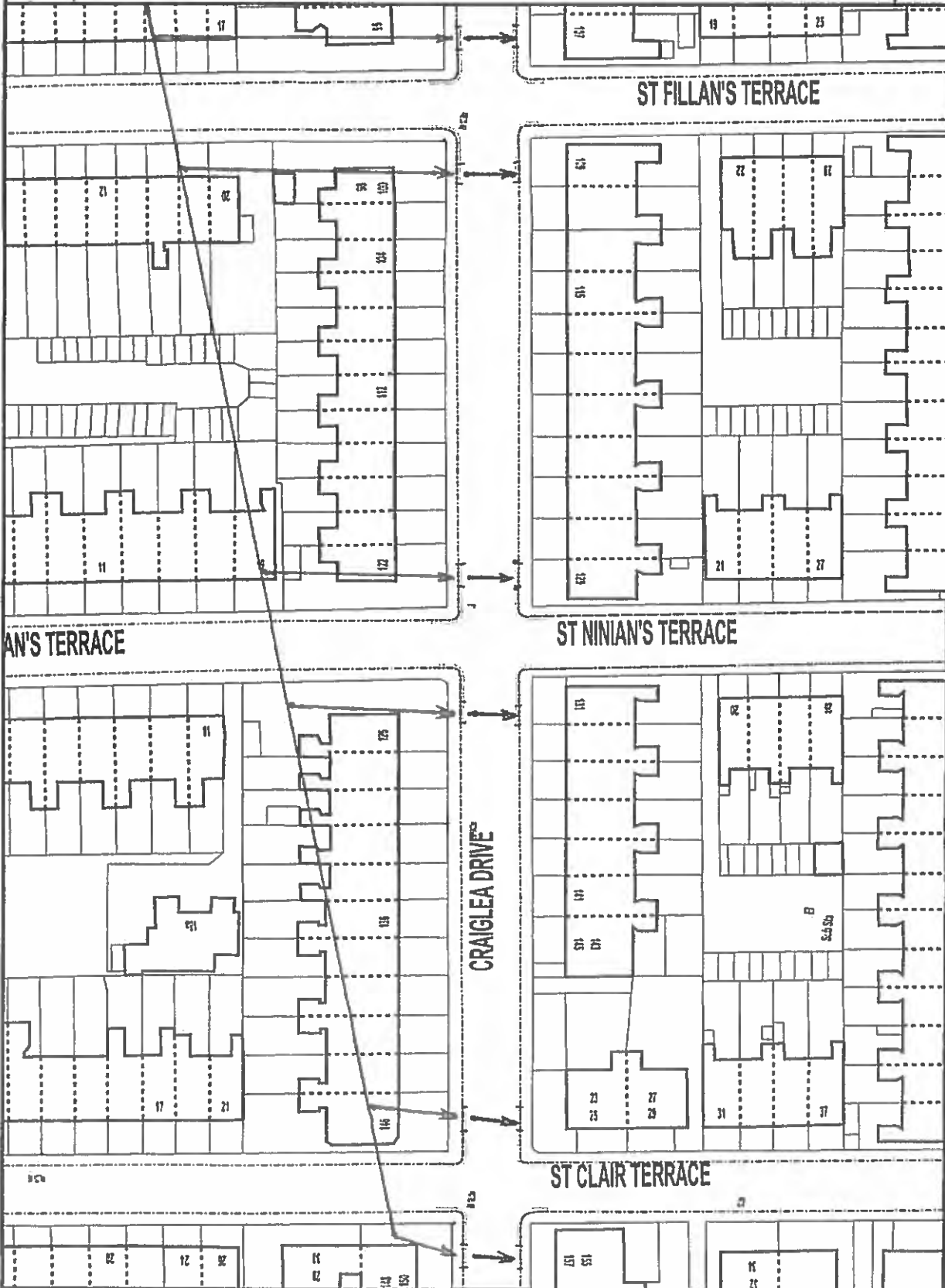
Drawn By:

Dwg No:



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WAITING RESTRICTIONS

CRAIGLEA DRIVE

EDINBURGH

THE CITY OF EDINBURGH COUNCIL

Services for Communities

1 East Market Street, Edinburgh EH8 8DN

Tel: 011 202 2000

**NOTES**

- MORNINGSIDE GARDENS  
REMOVE 1m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE  
REMOVE 1.5m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE  
REMOVE 1.5m DOUBLE YELLOW LINE
- MORNINGSIDE DRIVE  
REMOVE 1.5m DOUBLE YELLOW LINE

Produced using Scaffold GIS

Date: 25/10/2012

Drawn By:

Dwg No.:



1:1250

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**WAITING RESTRICTIONS**

**EDINBURGH**  
THE CITY OF EDINBURGH COUNCIL  
Services for Communities,  
4 East Market Street, Edinburgh EH3 6DH  
Tel: 0131 267 2600

**NOTES**

MORNINGSIDE GROVE  
REMOVE 3.5m DOUBLE YELLOW LINE

ST CLAIR TERRACE  
REMOVE 2.5m DOUBLE YELLOW LINE

Produced using Southworld GIS

Date: 25/10/2012

Drawn By:

Dwg No:



1:1000

WAITING RESTRICTIONS

**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL  
Services for Communities  
4 East Market Street, Edinburgh EH8 4DH  
Tel: 0131 208 2530

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NOTES

ST RONAN'S TERRACE  
 REMOVE 1m DOUBLE YELLOW LINE

Produced using Sketchwork GIS

Date: 24/10/2012

Drawn By:

Dwg No:

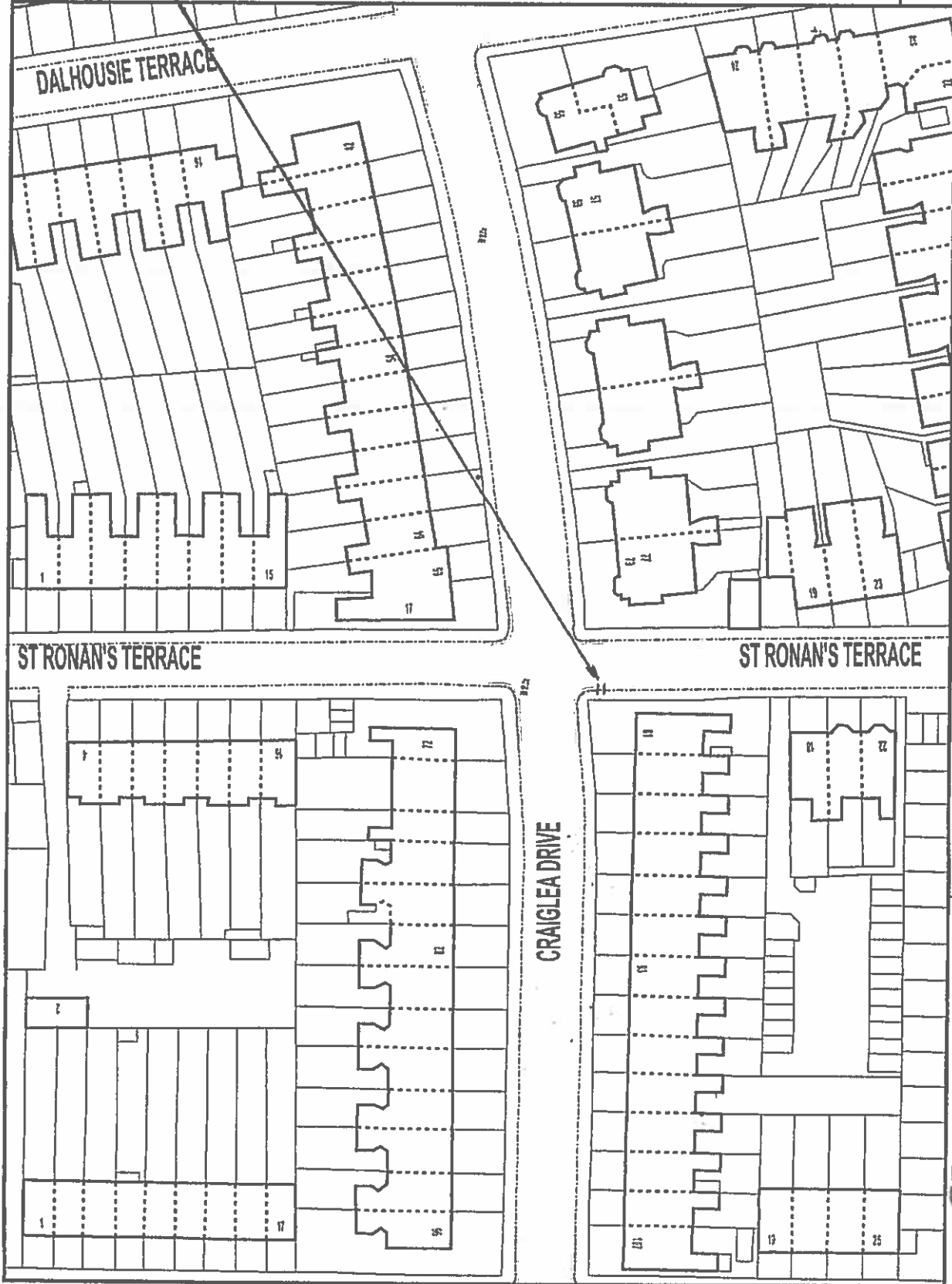


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WAITING RESTRICTIONS

• EDINBURGH •  
 THE CITY OF EDINBURGH COUNCIL  
 Services for Communities  
 4 East Market Street, Edinburgh EH3 6DN  
 Tel: 0131 230 2000



# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## Objections to Various Proposed Parking Restrictions, Shandon

Item number	8.4
Report number	
Executive/routine	Executive
Wards	9 – Fountainbridge/Craiglockhart

### Executive summary

---

A new Traffic Regulation Order involves amendments to the parking restrictions in the Ashley/Shandon area. These aim to improve road safety for all road users, provide better access for emergency service vehicles, encourage smarter travel choices such as walking and cycling and improve parking opportunities for residents. This report considers the objections received during the public consultation of Traffic Regulation Order TRO/12/15A and makes recommendations on the future of the proposals.

### Links

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Coalition pledges	
Council outcomes	<a href="#">CO22</a> , <a href="#">CO23</a> and <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO4</a>



## Objections to Various Restrictions, Shandon

### Recommendations

---

- 1.1 It is recommended that the Committee:
  - 1.1.1 sets aside the objections; and
  - 1.1.2 makes the Traffic Regulation Order as advertised.

### Background

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- 2.1 There have been a number of proposals on controlled parking in the Ashley/Shandon area over the last few years.
- 2.2 While residents did not support the introduction of parking controls, there were several requests to make minor amendments to the restrictions, to improve parking opportunities for residents.
- 2.3 There were also concerns about road safety and accessibility for emergency service vehicles.
- 2.4 Further representations were received from local residents, ward members and the emergency services following a fire in the Shandon Colonies in 2011.
- 2.5 The proposals included in the Traffic Regulation Order (TRO/12/15A) involve a number of measures to address these concerns such as:
  - introducing double yellow lines around certain junctions;
  - introducing double yellow lines at shared use path entrances;
  - introducing double yellow lines along one side of each arm of the Shaftesbury Park Colonies;
  - removing some lengths of single yellow lines near to the local shops; and
  - removing the Saturday parking restriction from lengths of some single yellow lines in Ashley Terrace.
- 2.6 Further details about the proposed changes, including plans, are available in Appendix One: TRO/12/15A Plans.
- 2.7 The Traffic Regulation Order was advertised for public comments during 4 to 25 October 2013. During this period, nine responses were received. Six are considered to be objections, two are indications of support and one includes general comments.

- 2.8 It is also proposed to mark advisory parking areas within the Shaftesbury Park Colonies, to improve and manage better the space available within the central square. It is not necessary to make a Traffic Regulation Order to introduce such markings.
- 2.9 This report considers the comments from each response received to the Traffic Regulation Order and makes recommendations following their consideration.

## Main report

---

- 3.1 The first objection received was from a resident who was disappointed that waiting restrictions were not proposed for Alderbank Gardens. They had concerns about access for emergency service and refuse collection vehicles, if cars were parked inconsiderately.
- 3.2 Two letters of support for the TRO were also received from residents in Alderbank Gardens. Both respondents indicated their general support for the proposals, but they were concerned about parking on the footway. One also requested double yellow lines around the junction of Alderbank Gardens with Alderbank Terrace.
- 3.3 While the main aim is improving road safety, the Council is also committed to minimising the impact of the proposals on parking opportunities for residents. It was considered that restrictions on Alderbank Gardens, or at its junction with Alderbank Terrace, were not necessary to improve safety and as a result no restrictions were included within this proposal.
- 3.4 If the proposals contained in this report are agreed and the TRO is introduced, parking in the area will be monitored. If it is considered that additional measures are required, these can be made through a separate process.
- 3.5 The second objection received was from a resident of Shandon Crescent. They claimed that the proposals would reduce their parking opportunities, provide no additional places for residents and would not remove problems created by non-residential parking. They reported that the area was already congested and that night-time double parking was a concern. They objected to the proposals until an area-wide solution, which served the needs of all Shandon residents was produced.
- 3.6 The waiting restrictions mainly formalise existing road safety requirements. They prevent motorists parking around junctions and aim to maintain access for emergency service vehicles. While new waiting restrictions may result in some parking displacement, this is expected to be minimal but improving safety for motorists and pedestrians should take precedence in this instance.
- 3.7 It is noted that this resident was new to the area and they may not have been aware of the previous consultations on the extension of the Controlled Parking Zone (CPZ) or for the introduction of Priority Parking in Shandon. Both these proposals were overwhelmingly rejected by residents.

- 3.8 The third objection from an Ashley Gardens resident, regarded moving the City Car Club parking place from Ogilvie Terrace to Harrison Gardens and increasing the number of vehicles it can accommodate, from two to four. The concern was that this may negatively impact on the local shops by making deliveries and parking for passing trade more difficult.
- 3.9 However, it is intended to retain 15m of single yellow line in Harrison Gardens for loading and unloading purposes adjacent to the commercial premises. Lengths of single yellow lines will also be removed to create more parking areas for motorists near to the local shops.
- 3.10 A fourth objection was received from a resident in Hollybank Terrace who requested that the double yellow lines be moved to their side of the street, as they intended to create a driveway. It was suggested that the double yellow lines would prevent inconsiderate parking across their dropped crossing and protect access to their drive.
- 3.11 The double yellow lines in the Shaftesbury Park colonies, such as those proposed in Hollybank Terrace, are intended to be introduced on the side of the street where parking naturally occurs. Where parking was observed on both sides of one street, it is considered appropriate to keep parking to one side only, to ensure consistency and improve safety for pedestrians.
- 3.12 Two letters, one from a resident in Harrison Gardens and another from a resident of Shandon Street, objected to paying for a CPZ in the Shandon area and suggested that the Council's only intention was to make money from residents. This proposal does not include any extension of the CPZ nor does it consist of any permit charges for residents.
- 3.13 Finally, one letter including general comments was received, which included suggestions to reduce the size of disabled persons' parking places in the area and to remove lengths of double yellow line at the junction of Cowan Road and Ashley Grove, to allow additional areas for residents to park.
- 3.14 Changes to disabled persons' parking places are not included within the draft Order. In addition, the sizes of such places are specified within the Traffic Signs Regulations and General Directions 2002, which the Council must adhere to.
- 3.15 There are sections of guard rail at the junction of Cowan Road and Ashley Grove, which make it an unlikely place for pedestrians to cross but it is not considered appropriate to allow vehicles to park at this location. The waiting and loading markings are intended to prevent parking around the junction, to maintain sight-lines for all road users. This is particularly important as children attending Craiglockhart Primary School cross at this junction. Children are one of the most vulnerable groups of road user, and they cannot see or be seen over even the smallest parked vehicle.

## Measures of success

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- 4.1 The measures of success are to improve sight-lines around junctions for pedestrians, cyclists and motorists. Provide better access for emergency service and refuse collection vehicles. The aim of removing the Saturday restrictions from single yellow lines in Ashley Terrace, is to improve parking opportunities for residents and businesses at the weekends. Changing the location of the City Car Club parking place and improving access to shared paths, aims to make smarter travel choices appealing to residents and reduce private car use in the area as a result.

## Financial impact

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- 5.1 The cost of processing the Traffic Order will be met from within existing South-West Neighbourhood, Roads Maintenance Budget, 2014/15.

## Risk, policy, compliance and governance impact

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

## Equalities impact

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- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no direct equalities impacts arising from this report.
- 7.2 The main aim of the proposal is to improve road safety for all road users, provide better access for emergency service vehicles, encourage smarter travel choices such as walking and cycling and improve parking opportunities for residents.
- 7.3 It is expected that this will enhance individuals' rights to better health opportunities by protecting accesses to shared paths and making walking and cycling a more attractive travel choice. Better parking opportunities for residents at the weekends may reduce the time taken to find a parking place near their homes, thereby reducing the impact of circling traffic on congestion and air pollution. The proposals may also have a positive impact on the Council's duty regarding the protected characteristics of age and disability by removing hazards for vulnerable road users crossing the road at junctions in the area.

## Sustainability impact

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- 8.1 The impacts of the proposals in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below:
- The proposals in this report may have a positive impact on reducing carbon emissions, by making active travel options more attractive as a result of improving access to walking and cycling paths;
  - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
  - The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It can be argued that introducing restrictions around junctions may create some displacement and increase circulating traffic adding to congestion and pollution. Alternatively, improving parking opportunities elsewhere in the areas may increase opportunities for residents and avoid such issues in an area where there is already more residential demand for parking places, than there is available kerbside space.
- 8.3 Whilst improving access to dropped crossings and shared path entrances in the area aims to encourage more people to walk or cycle and leave their cars at home, thereby reducing carbon emissions in the city centre. It also aims to help make the journey to school safer and promote sustainable travel.

## Consultation and engagement

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- 9.1 Requests were made by local residents to prevent inconsiderate parking around junctions and improve access for emergency service vehicles during a number of previous consultations on parking controls in the Ashley/Shandon area.
- 9.2 While residents did not support the introduction of parking controls, concerns about better access and road safety remained. This was further highlighted by a fire in the Shaftesbury Park colonies in 2011. Further representations from local residents, ward members and the emergency services followed as a result of this event.
- 9.3 The South West Neighbourhood Team developed a number of proposals to address these concerns and improve road safety. Two public exhibitions on the proposals were held on 16 and 17 April 2013 in Craiglockhart Primary School. The events were well attended by local residents and ward members. They gave people the opportunity to ask questions and offer their comments on the proposals.

- 9.4 Questionnaires were available at each meeting and additional feedback from residents was received after the events. However, these comments did not result in any significant changes to the design.
- 9.5 The Traffic Regulation Order (TRO/12/15A) was formally advertised for objections during 4 to 25 October 2013. During this period nine responses were received, including; six objections, two indications of support and one general comment. The contents of each response are discussed above.
- 9.6 Ward members have been actively involved in the preparation of the proposals and have been consulted at all stages of the Traffic Regulation Order process.

## Background reading/external references

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Craiglockhart Primary School Background Report.

### Mark Turley

Director of Services for Communities

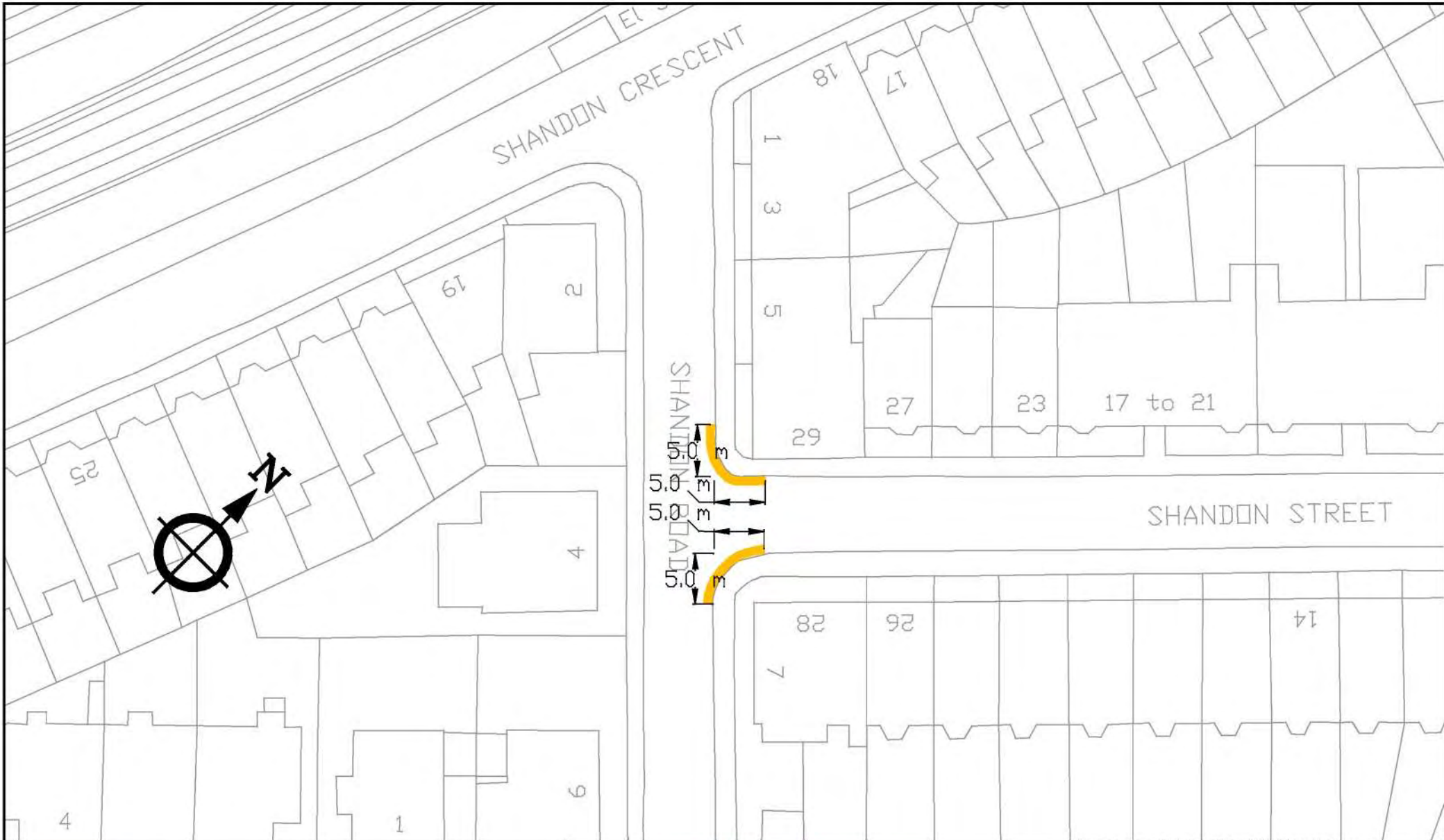
Contact: Gavin Sherriff, Traffic Orders and Project Development Assistant

E-mail: [gavin.sherriff@edinburgh.gov.uk](mailto:gavin.sherriff@edinburgh.gov.uk) | Tel: 0131 469 3309

### Links

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<b>Coalition pledges</b>	Maintaining and enhancing the quality of life in Edinburgh.
<b>Council outcomes</b>	<p><b>CO22</b> - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p><b>CO23</b> - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
<b>Single Outcome Agreement</b>	<b>SO4</b> – Edinburgh’s communities are safer and have improved physical and social fabric.
<b>Appendices</b>	Appendix One: TRO/12/15A Plans



**Proposed double yellow lines**



**Proposed Double Yellow Lines  
Shandon Road & Shandon Street  
Edinburgh**

SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 9730

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Drg. No.:- -



**Proposed double yellow lines**



SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 3730

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

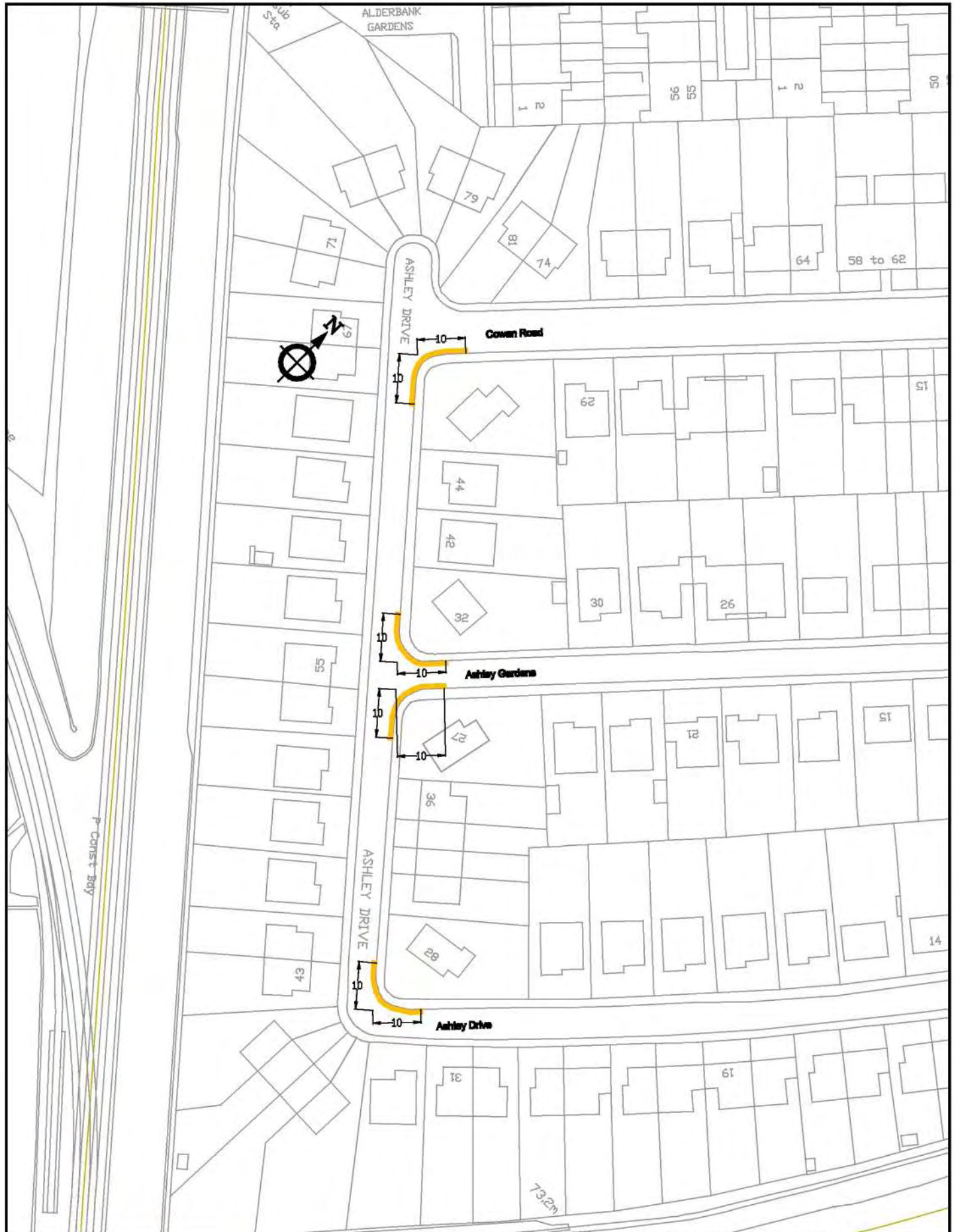
**Proposed Double Yellow Lines  
Shaftesbury Park & Colonies  
Edinburgh**

DATE:- May 2013  
SCALE:- 1:1250

DRAWN BY:- AJM  
CHECKED BY:- AJM

Drq. No.:- -





**Proposed Double Yellow Lines  
Ashley Drive, Ashley Gardens & Cowan Road  
Edinburgh**

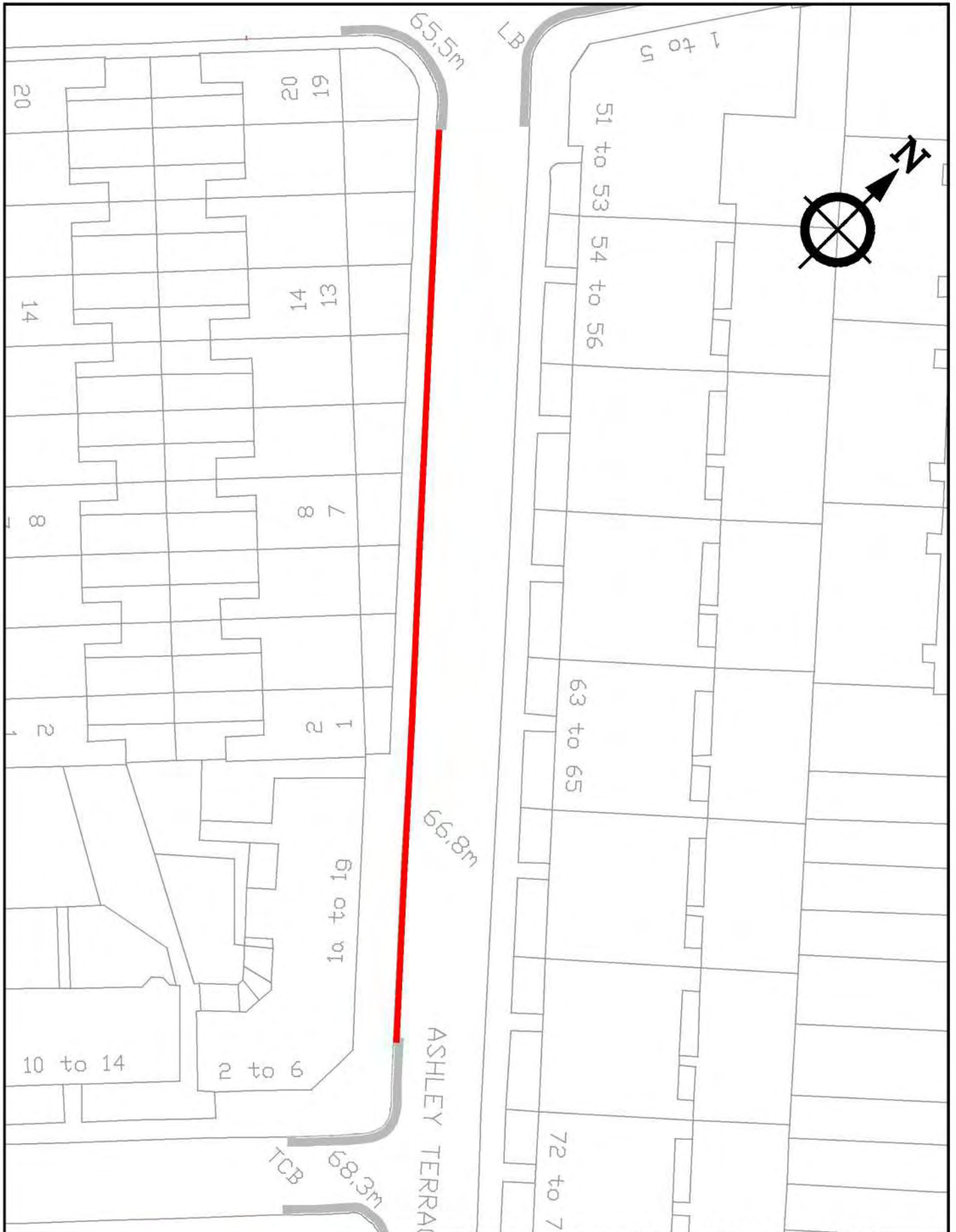
SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 OR 3768

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Drq. No.:- \_\_\_\_\_



**Remove Saturday Restriction from  
existing Single Yellow Line,  
Ashley Terrace, Edinburgh**

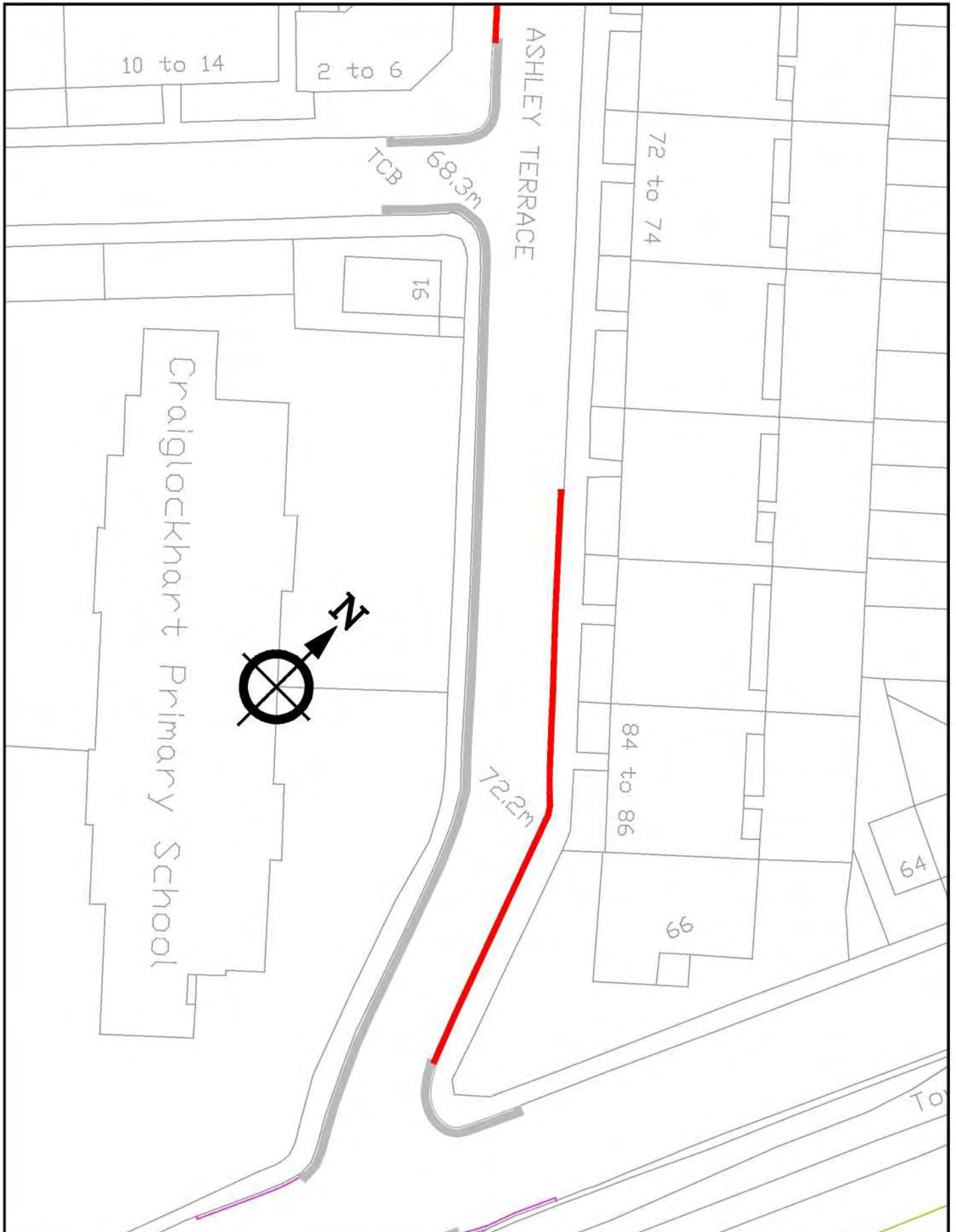
SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 3768

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Dwg. No.:- \_\_\_\_\_



**Remove Saturday Restriction from  
existing Single Yellow Line,  
Ashley Terrace, Edinburgh**

SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 3768

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Drg. No.:- \_\_\_\_\_



**Proposed Double Yellow Lines at  
Park/Canal Entrances,  
Oglivie Terrace, Edinburgh**

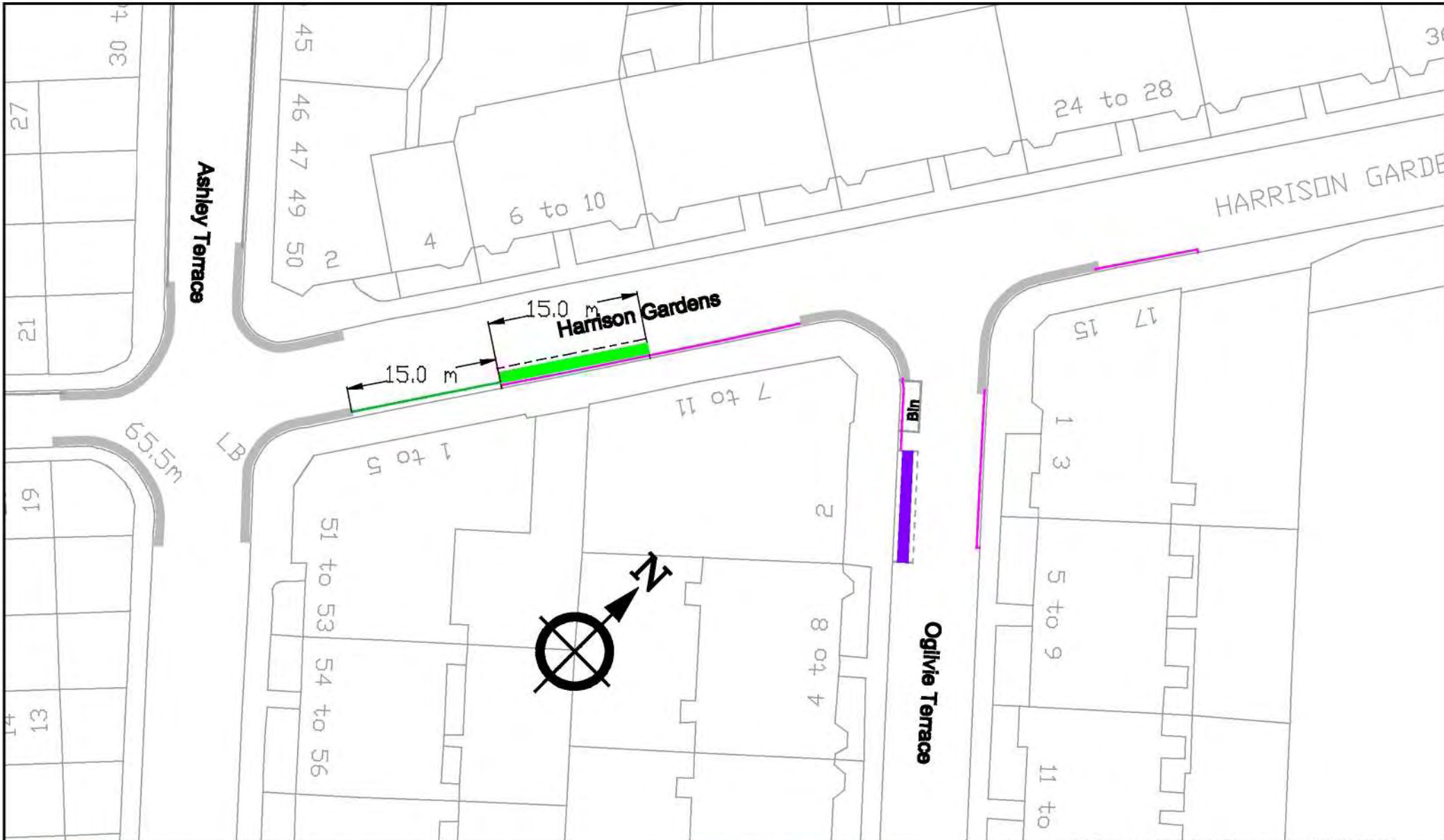
SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 3768





PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Dwg. No.:- \_\_\_\_\_



-  Remove existing Single Yellow Lines
-  Retain existing Single Yellow Line
-  Remove existing City Car Club Bay
-  Add new City Car Club Bay



SERVICES FOR COMMUNITIES  
 249 HIGH STREET  
 EDINBURGH EH1 1YJ  
 TEL.No. 0131 469 3655 DR 3730

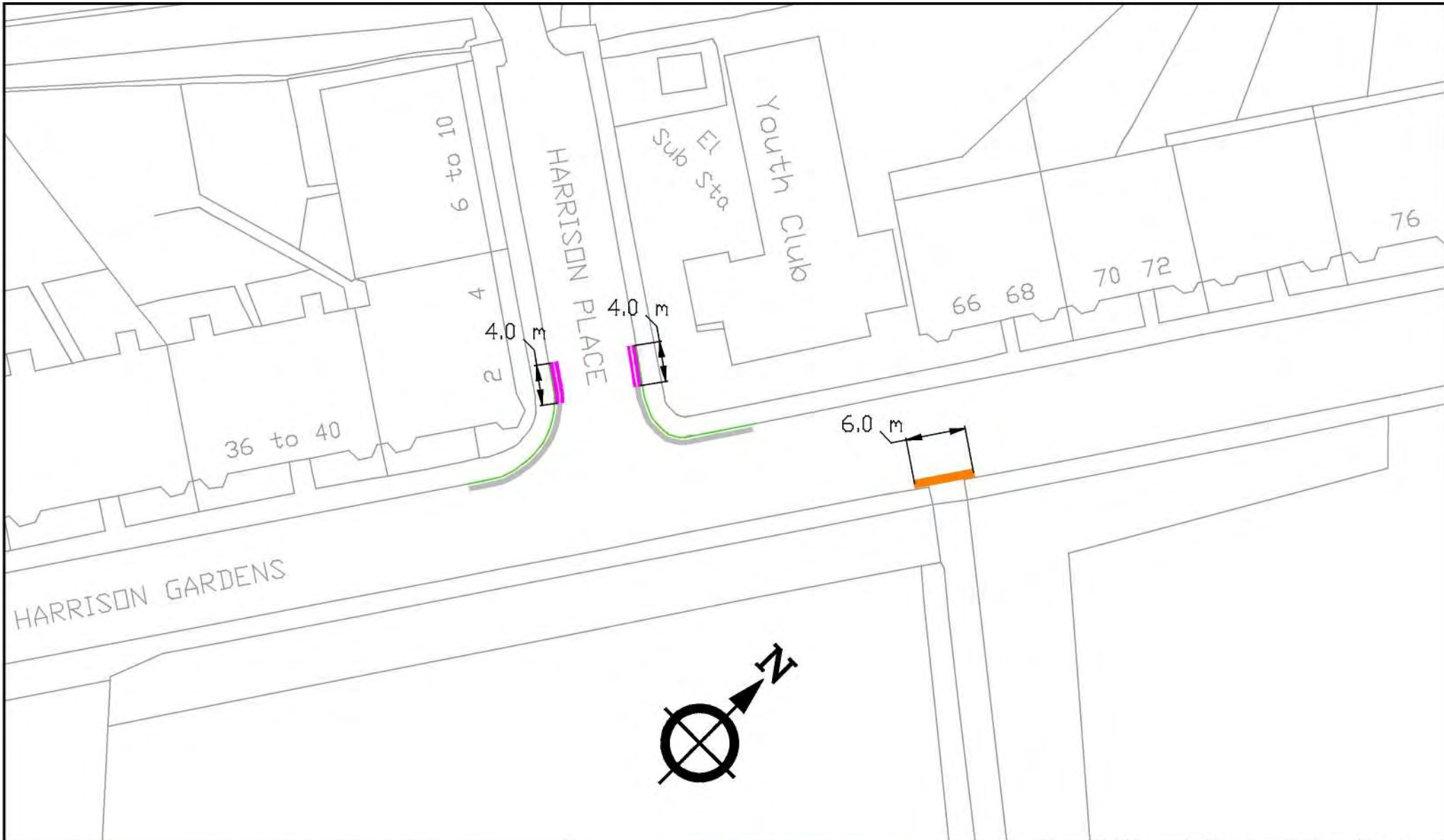
PARKING OPERATIONS  
 TRAFFIC ORDERS AND  
 PROJECT DEVELOPMENT



### Changes to Existing Restrictions Ogilvie Terrace & Harrison Gardens Edinburgh

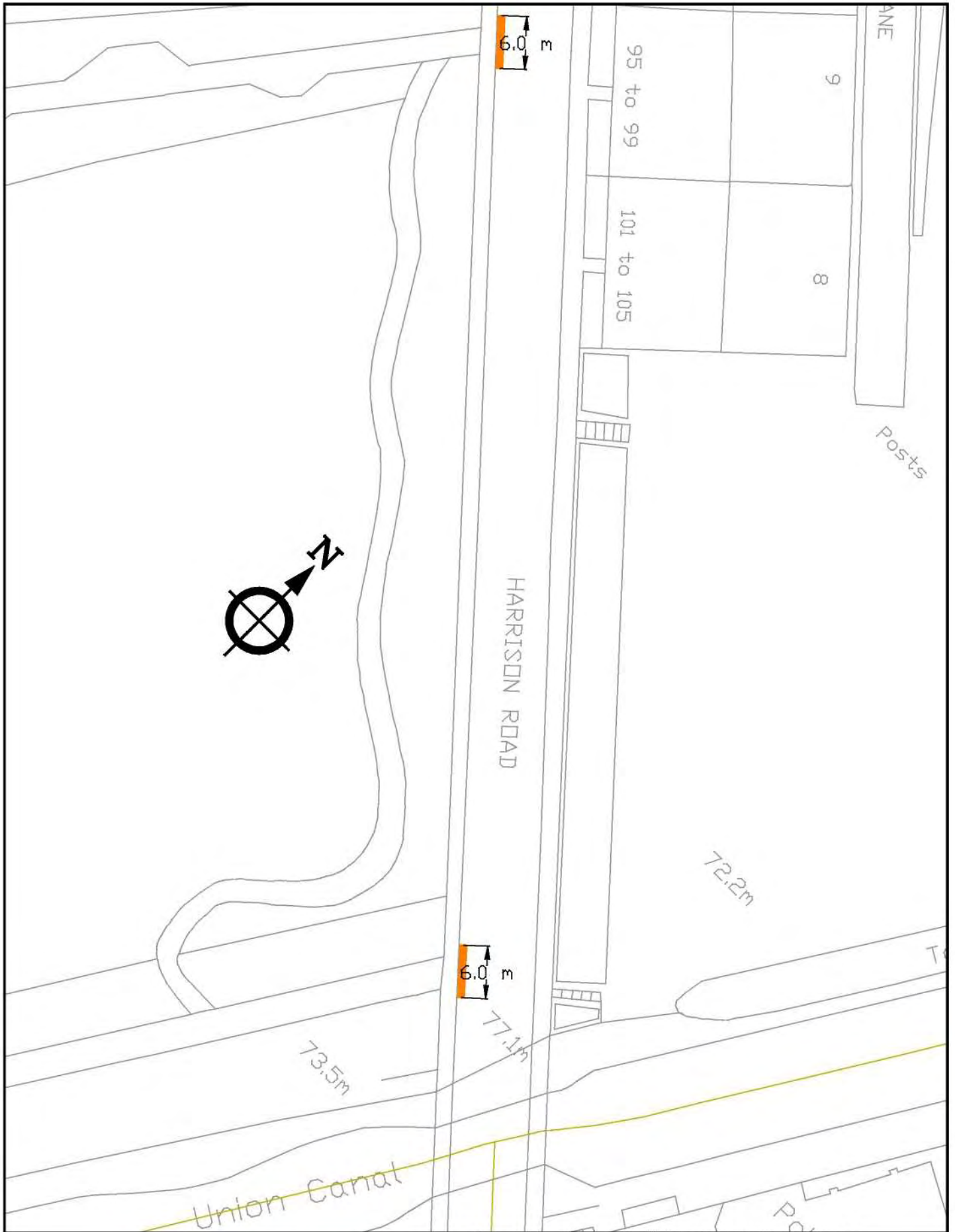
DATE:- May 2013  
 SCALE:- 1:500

DRAWN BY:- AJM  
 CHECKED BY:- AJM

Drng. No.:- -



<p> <b>Proposed Double Yellow Lines at park entrance</b></p> <p> <b>Reduce length of existing Double Yellow Lines</b></p>	<p><b>EDINBURGH</b> THE CITY OF EDINBURGH COUNCIL</p> <p>SERVICES FOR COMMUNITIES 249 HIGH STREET EDINBURGH EH1 1YJ TEL.No. 0131 469 3655 DR 3730</p> <p>PARKING OPERATIONS TRAFFIC ORDERS AND PROJECT DEVELOPMENT</p>	<p><b>New &amp; Altered Double Yellow Lines Harrison Gardens &amp; Harrison Place Edinburgh</b></p> <p>DATE:- May 2013 SCALE:- 1:500 Drg. No.:- -</p> <p>DRAWN BY:- AJM CHECKED BY:- AJM</p>	
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**EDINBURGH**  
THE CITY OF EDINBURGH COUNCIL

**Proposed Double Yellow Lines  
at park entrances  
Harrison Road, Edinburgh**

SERVICES FOR COMMUNITIES  
249 HIGH STREET  
EDINBURGH EH1 1YJ  
TEL.No. 0131 469 3655 DR 3768

PARKING OPERATIONS  
TRAFFIC ORDERS AND  
PROJECT DEVELOPMENT

DATE:- May 2013  
SCALE:- NTS

DRAWN BY:- AJM  
CHECKED BY:- AJM

Dwg. No.:- \_\_\_\_\_

# Transport and Environment Committee

10am Tuesday 3 June 2014

## High Hedges (Scotland) Act 2013 – Implementation of Provisions - referral from the Planning Committee

Item number	8.5
Report number	
Routine	
Wards	All

### Links

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Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report



# Terms of Referral

## High Hedges (Scotland) Act 2013 – Implementation of Provisions

### Terms of referral

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The provisions of the High Hedges (Scotland) Act 2013 was scheduled to come into effect on 1 April 2014. The Act aimed to provide an effective means of resolving disputes over the effects of high hedges which interfered with the reasonable enjoyment of domestic property.

Provision was also made within the legislation for the payment of a fee to cover local authorities' costs and for those authorities to recover the costs of any direct action to achieve compliance with a notice.

### Decision

- 1) To note that the control of high hedges would be located within the Planning and Building Standards service area.
- 2) To agree that appropriate changes to committee remits and the scheme of delegation would be reported to the Council for approval at the earliest opportunity.
- 3) To note that appropriate documentation and guidance for the general public would be made available on the Council's website prior to 1 April 2014.
- 4) To agree that the scale of fees for a submission under this legislation would be as set out in paragraphs 2.18 to 2.24 of the report by the Director of Services for Communities.
- 5) To refer the report to the Transport and Environment Committee for information.

### For decision/action

---

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

## Background reading / external references

---

Planning Committee 26 March 2014

### Carol Campbell

Head of Legal, Risk and Compliance

Contact: Lesley Birrell, Committee Officer

Email: [lesley.birrell@edinburgh.gov.uk](mailto:lesley.birrell@edinburgh.gov.uk) | Tel: 0131 529 4240

Contact: Stuart McLean, Committee Officer

Email: [stuart.mclean@edinburgh.gov.uk](mailto:stuart.mclean@edinburgh.gov.uk) | Tel: 0131 529 4106

### Links

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<b>Coalition pledges</b>	See attached report
<b>Council outcomes</b>	See attached report
<b>Single Outcome Agreement</b>	See attached report
<b>Appendix</b>	Report by the Director of Services for Communities

# Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

## The Edinburgh Living Landscape Programme

<b>Item number</b>	8.6
<b>Report number</b>	
<b>Executive/routine</b>	Executive
<b>Wards</b>	All

### Executive summary

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This report fulfils this Committee's requirement to respond to Councillor Gardner's motion of 14 January 2014 "to call for a report by the Director of Services for Communities on progress made to date in delivering the Edinburgh Living Landscape Initiative".

The Edinburgh Living Landscape Programme advocates the development of an ecosystem approach to the management of the Council's open space estate in order to realise benefits to both biodiversity and public amenity. This follows extensive research on current land management practices, and successful trials of species-rich grasslands in partnership with Edinburgh University.

### Links

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<b>Coalition pledges</b>	<a href="#">P33</a> <a href="#">P43</a> <a href="#">P48</a> <a href="#">P50</a>
<b>Council outcomes</b>	<a href="#">CO7</a> <a href="#">CO10</a> <a href="#">CO18</a> <a href="#">CO19</a> <a href="#">CO23</a> <a href="#">CO24</a> <a href="#">CO25</a> <a href="#">CO26</a>
<b>Single Outcome Agreement</b>	<a href="#">SO1</a> <a href="#">SO2</a> <a href="#">SO3</a> <a href="#">SO4</a>

## The Edinburgh Living Landscape Programme

### Recommendations

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- 1.1 To note the progress made in realising an Edinburgh Living Landscape initiative.
- 1.2 To support the initiative as a means of developing an ecosystem approach to land management, including creating attractive and biodiverse landscapes across the Council's outdoor estate, thereby helping meet the Council's 'biodiversity duty'.

### Background

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- 2.1 In 2006 the Scottish Wildlife Trust (SWT) launched a long-term vision titled Natural Connections. Underpinned by the concept of the 'ecosystem approach' it sought to take nature conservation out of its silo and make it a much stronger element of sustainable development. The 'ecosystem approach' is then about making the links between a healthy environment, a healthy economy, people's well being and ultimately the prosperity of Scotland.

Keen to demonstrate how the concept might work on the ground, two pilot Living Landscape programmes were launched; one in Cumbernauld (where the Trust owns around a third of the greenspace in the town) and a second in Coigach-Assynt in north-west Scotland (where landowning partners are working together to restore natural habitats to create local employment and promote the area to tourists). In 2011, SWT and the City of Edinburgh Council discussed the idea of running a similar Living Landscapes programme in the capital and also develop the concept in an urban environment.

- 2.2 The programme involves initiating projects across the city, involving neighbourhoods and communities in local decision-making and taking action on the ground. Three fundamental ways of improving habitat quality apply:
  1. **Naturalness** – encourage species that support other native species (e.g. pollinators). This would principally relate to native species, but in urban environments will also constitute species that add visual or amenity value to the landscape.
  2. **Habitat complexity** – encourage vertical and horizontal complexity of structure within habitat patches, whatever their size. This maximises the number of niches available for species.

3. **Connectivity** – encourage physical and functional connections between habitat patches so the green infrastructure begins to coalesce into a more resilient system.
- 2.4 The more connected fragments of habitat are, the more resilient to change they become. Species can move more freely between patches and are less likely to die-out; thus habitat biodiversity can be maintained, even in the face of disturbance such as climate change. Moreover, improving the connectivity and quality of green networks will mean they increasingly deliver a range of 'ecosystem services' to city residents (e.g. clean water, flood mitigation, safe, low-pollution active travel networks and visually attractive green areas for play, recreation, exploration and education).
- 2.5 The Edinburgh Local Biodiversity Action Plan, for which the Council is the lead partner, is an established framework for local biodiversity conservation. Working with the Edinburgh Biodiversity Partnership, the Council identifies priorities for biodiversity conservation within the action plan. These priorities in turn help deliver improvements to green networks and underpin ecosystem services. The Edinburgh Living Landscape programme would build on recent habitat creation work on the Council estate and make a significant contribution to biodiversity gains across the city.
- 2.6 The Council has already done a lot to naturalise its green space estate. Notably, over the last 12 years the Council has been active in creating community woodlands. The Edinburgh Urban Forest Project created over 100 Millennium Woodlands, which have now been thinned to reduce density and encourage ground flora and accessibility.
- 2.7 In the last couple of years 'Pictorial Meadows' (colourful annual and perennial meadows with a mix of native and non-native species to create a long flowering period) have been trialled in a number of parks and in housing regeneration areas – generally with great success.
- 2.8 The Council is also part of the Urban Pollinator Project, a three year scientific collaboration between universities, city councils and wildlife trusts in four UK cities: Bristol, Edinburgh, Leeds and Reading. It is a scientific study to determine which urban environments best support populations of insect pollinators, and to this end 15 wildflower meadows have been sown in parks and greenspaces across Edinburgh.

- 3.1 In order to get up-to-date information on the extent and type of landscape features maintained by the Council, Parks and Greenspace has been leading an initiative to map the current open space estate on a Geographical Information System. In broad terms, this shows that SfC maintains 1520 hectares of greenspace across parks, housing estates, schools, nature reserves and roadsides. Of this:
- 58% is Standard Amenity Grassland
  - 23% Woodland
  - 9% Low Maintenance Grassland
  - 6% Sports Pitches
  - 2% Shrubs and Bedding
  - 2% Play Areas, Water Features, Hedges etc
- 3.2 Because such a large proportion of the greenspace estate is intensively maintained grassland, a further exercise was undertaken to determine how much of this could be maintained in a less-intensive manner without impacting on amenity or sports use. As a result, it is estimated that between 10-25% of the Council's standard amenity grassland could be maintained with larger (and less intensive) machinery, or altered to low maintenance grassland (e.g. wildflower meadow), woodland, or as other less intensive landscape features. A successful example of this naturalisation can be seen in Holyrood Park, where once regularly cut/grazed grassland is now cut only once per year; to the benefit of both wildlife and public amenity.
- 3.3 Realising the possibilities for change, twenty-two low amenity grassland trials were undertaken in 2012 and 2013. Some of these were monitored for their benefits to pollinating species by Edinburgh University, and others were assessed for their attractiveness to green space users. In short, all the meadows created attracted large numbers of pollinating species, and those meadows that were particularly colourful over a long period of time proved popular amongst people. Examples of these can be seen in Appendix 1.
- 3.4 Discussions with the Scottish Wildlife Trust led to its Board 'adopting' Edinburgh as the third location within the Trust's Living Landscape programme after Cumbernauld (to enhance, restore and reconnect green areas of the town) and Coigach-Assynt (one of the largest rural landscape restoration projects in Europe). As a result, an Edinburgh Living Landscape (ELL) Programme Board was established to shape and steer the delivery of a programme plan aimed at establishing and maintaining healthy ecosystems throughout the city, both across the Council estate and within other green spaces. It has met on several

occasions and, chaired by Councillor Gardner, consists of representatives from City of Edinburgh Council, Scottish Wildlife Trust, Cockburn Association, University of Edinburgh, Scottish Natural Heritage, Edinburgh and Lothians Greenspace Trust, OPENSspace, Forest Research, and Scottish Environment Protection Agency.

- 3.5 The Board has agreed a Memorandum of Cooperation, a vision has been drafted and a work programme has been compiled. In short, the Living Landscape approach in Edinburgh will consider the ecosystem as a functioning unit and develop ways to improve the health of the ecosystem as a whole over the long term. This will benefit urban wildlife and improve the quality of 'natural services' upon which city dwellers rely, such as improved air quality, flood amelioration, and increased encounters with nature in daily life. The Edinburgh Living Landscape approach will eventually provide an overarching vision and context for future land management decisions.
- 3.6 Five strategic objectives have been agreed:
- Ecosystem health of Edinburgh is improving year on year;
  - Improved ecosystem health in Edinburgh is having measurable socio-economic benefits for the city, particularly in areas of deprivation;
  - More people are engaged in caring for their local greenspaces;
  - More people are making use of Edinburgh's connected network of green and blue spaces to move around the city by walking and cycling; and
  - New developments are planned and delivered in such a way as to create low carbon, walkable neighbourhoods, and workplaces containing high quality green infrastructure.
- 3.7 The proposed work programme can be found in Appendix 2. An essential part of the first year work programme is to develop a set of indicators to measure successful outcomes of the ELL. Indicators are therefore being developed by the indicator subgroup to measure the strategic objectives and the characteristics of the city of Edinburgh. The existing regional habitat network models and Edinburgh Biodiversity Action Plan will inform delivery and projects within the ELL programme.
- 3.8 Another essential part of the programme will be to coordinate action amongst stakeholders, partners, community groups etc. and identify and engage with potential funders to deliver the projects. Although securing external funding for some projects will be required, it is also envisaged that aligning policies and actions with the objectives of the ELL will facilitate the delivery of the projects.

## Measures of success

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- 4.1 More varied and visually interesting green spaces.
- 4.2 Landscape quality is improved while maintenance requirements are reduced.
- 4.3 Additional external resources are secured to support the initiative.
- 4.4 Increased bio-diversity.

## Financial impact

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- 5.1 By operating as a partnership with other bodies, resources that the Council is not able to apply for directly may be accessed via partners (e.g. Climate Challenge Fund, Scottish Natural Heritage grants etc).

A funding application has already been made to support the Edinburgh Living Landscape initiative. This will form part of the national bid to the European Union Green Infrastructure programme by Scottish Natural Heritage and will require match funding from the Council. The success of this should be known by early summer.

## Risk, policy, compliance and governance impact

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- 6.1 The Edinburgh Living Landscapes Programme Board is chaired by Councillor Gardner.
- 6.2 There are no identified risks, policy or compliance impacts associated with this report.

## Equalities impact

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- 7.1 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.
- 7.2 An improved natural landscape brings wildlife closer to where people live and work. Access to wildlife is therefore improved for all.

## Sustainability impact

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- 8.1 Living landscapes are by their nature more sustainable than traditionally maintained landscape features. They require less intensive maintenance, which reduces carbon emissions and enhances floral and faunal biodiversity.



- 8.2 As a signatory to the Central Scotland Green Network (a national development in the National Planning Framework) the Council has committed to a 'step change' in restoring and improving Edinburgh's green network, including a focus on naturalisation, increased greenspace connectivity, and enhanced landscapes resilient to/reducing the impact of climate change. The CSGN identifies an attractive and diverse physical environment as a principle for the delivery of a healthy and sustainable economic future for central Scotland.
- 8.3 The Council's Local Biodiversity Action Plan contains actions to improve the extent, quality and connectivity of Edinburgh's semi-natural habitats, and forms the key instrument for realising the Council's 'biodiversity duty' under The Nature Conservation (Scotland) Act 2004.
- 8.4 Similarly, the ecosystem approach is advocated across national and local strategic policy, notably:
- National Planning Framework
  - Scottish Planning Policy
  - Green Infrastructure: Design and Placemaking
  - 2020 Challenge for Scotland's Biodiversity
  - Sustainable Edinburgh 2020
  - Edinburgh Biodiversity Action Plan

## Consultation and engagement

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- 9.1 An Edinburgh Living Landscape Programme Board has been established to widen engagement beyond the Council. Chaired by the Council, the Board includes representation from the Scottish Wildlife Trust, Cockburn Association, University of Edinburgh, Scottish Natural Heritage, Edinburgh and Lothians Greenspace Trust, OPENSspace, Forest Research, and Scottish Environment Protection Agency.

The Edinburgh Living Landscape partners comprise the City of Edinburgh Council, The Scottish Wildlife Trust and Edinburgh and Lothians Greenspace Trust.

## Background reading/external references

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None

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## Links

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<b>Coalition pledges</b>	<p><b>P33</b> - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p><b>P43</b> - Invest in healthy living and fitness advice for those most in need</p> <p><b>P48</b> - Use Green Flag and other strategies to preserve our green spaces</p> <p><b>P50</b> - Meet greenhouse gas targets, including the national target of 42% by 2020</p>
<b>Council outcomes</b>	<p><b>CO7</b> - Edinburgh draws new investment in development and regeneration</p> <p><b>CO10</b> - Improved health and reduced inequalities</p> <p><b>CO18</b> - Green - We reduce the local environmental impact of our consumption and production</p> <p><b>CO19</b> - 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><b>CO23</b> - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p><b>CO24</b> - The Council communicates effectively internally and externally and has an excellent reputation for customer care</p> <p><b>CO25</b> The Council has efficient and effective services that deliver on objectives</p> <p><b>CO26</b> The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
<b>Single Outcome Agreement</b>	<p><b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all</p> <p><b>SO2</b> - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p><b>SO3</b> - Edinburgh's children and young people enjoy their childhood and</p>

fulfil their potential

**SO4** - Edinburgh's communities are safer and have improved physical and social fabric

**Appendices**

**Appendix 1:** Trial Wildflower meadow images

**Appendix 2:** Proposed projects

# The Edinburgh Living Landscape Programme

## Appendix 1: Trial Wildflower Meadow Images

		
<p>Figgate Park</p>	<p>Drum Brae Park</p>	<p>Davidson's Mains Primary</p>
		
<p>Firhill High School</p>	<p>Firhill High School</p>	<p>Harrison Park</p>
		
<p>Lochend Park</p>	<p>Hailes Quarry Park</p>	<p>Figgate Park</p>

## Appendix 2: Proposed projects for Edinburgh Living Landscape

Project	Baseline data	Strategic objectives
Mapping broad and fine-scale greenspace/bluespace connectivity and greenspace typology (including ecosystem services)	CEC have already produced a report Mapping Edinburgh's Natural Green Network- data inputted from: Open Space Audit; Natural heritage sites; woodland sites. Identified 15,288.1 hectares of natural green network, comprised of 488 patches; several categories which will need to be included to increase sensitivity range from school grounds to road verges.	1,4,5
Increase by c. 10 % area of wildflower meadows on council owned land	c. 138 ha, includes biodiversity/grass meadow and low maintenance grass); CEC have assessed that around 10% of CEC managed open space has the potential to be converted to wildflower meadows.	1,3,4
Increase no. of urban trees and urban woodland; selecting trees appropriate for the location (i.e. increase land coverage to 20% inclusive of increasing number of street trees by 1500 street trees. Both would take around a decade to achieve)	17% of Edinburgh's land area is covered by tree canopies and there are c. 638,000 trees in Edinburgh <sup>1</sup> ; current population of street trees is 8,550; The area of native woodland in Edinburgh is 515 ha, which is 18.1% of the total woodland area, or 2.0% of the total land area of Edinburgh. <sup>2</sup>	1-5
Increase the number of green exteriors of buildings (e.g. green roofs and walls) where such armature and building design would be appropriate for the location	No data	1, 2,5
15% of city parks naturalised (excluding wildflower meadows)		1,3,4
At least 10,000 people signed up to wildlife gardening pledge	No data; although CEC has advice about gardening for wildlife on the Council's website.	1,2,3
Increase no. people growing their own food (or increase number of food growing areas)	The City of Edinburgh Council manages 1233 allotment plots, spread over 21 sites across the city.	2,3
Work with planning department to produce a policy statement on the ecosystem approach and planning in Edinburgh	N/A	1,5
Work with volume house builder to showcase exemplar high quality	N/A	3,5

<sup>1</sup> From CEC's Trees in the City Trees & Woodlands Action Plan

<sup>2</sup> Forestry Commission's Native Woodland Survey of Scotland: City of Edinburgh Council

<b>Project</b>	<b>Baseline data</b>	<b>Strategic objectives</b>
and wildlife rich landscapes in new development (s)		
Work with flood prevention team on nature based solutions to slow water movement	N/A	1,5
Provide accessible, multifunctional, high quality greenspace for all (i.e. within a 10 minute walk) to suit the biocultural needs of residents		2,3,4,5
Increase areas of sealed soil 'depaved'	No data	1
Increase the number of local communities adopting local parks	There are 43 Friends Groups of parks out of a potential 142 parks	2,3,4
Increase and coordinate activity to remove invasive non-native species	No data on total area covered by INNs; CEC has set up a team to tackle Himalayan balsam, giant hogweed and Japanese knotweed on Council owned land.	1
Bringing all Local Biodiversity Sites under active management	29 LBS	1,3
No. of schools having access to a high quality local greenspace for outdoor learning	No data	3
At least 10 'stalled sites' rejuvenated to deliver benefits for local people and wildlife	ELGT prepared a Vacant Land Feasibility Study in 2010 which identified 12 suitable sites	1, 3,4
Increase biodiversity value of active travel routes	No data	1-5
Increase the awareness of nature conservation value of Edinburgh's freshwater and coastal habitats	No data	1,2