

Notice of meeting and agenda

Transport and Environment Committee

10 am Tuesday 26 August 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

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

2. Declaration of interests

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

3. Deputations

- 3.1 Festivals Edinburgh - request in relation to item 7.10 (Parks and Greenspace Edinburgh Parks Events Manifesto – Review)
- 3.2 Friends of the Meadows and Bruntsfield Links – request in relation to item 7.10 (Parks and Greenspace Edinburgh Parks Events Manifesto – Review)
- 3.3 Gandey World Class Productions - request in relation to item 7.10 (Parks and Greenspace Edinburgh Parks Events Manifesto – Review)

4. Minutes

- 4.1 Transport and Environment Committee 3 June 2014 (circulated) – submitted for approval as a correct record

5. Key decisions forward plan

- 5.1 Transport and Environment Committee Key Decisions Forward Plan October 2014 to January 2015 (circulated)
- 5.2 Transport and Environment Committee Rolling Actions Log (circulated)

6. Business bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 6% Budget Commitment to Cycling - Summary of Expenditure – report by the Acting Director of Services for Communities (circulated)
- 7.2 Bus Lane Network Review – report by the Acting Director of Services for Communities (circulated)
- 7.3 Post Tram City Centre Review - West End – report by the Acting Director of Services for Communities (circulated)
- 7.4 Causey Project – Design Stage Contract – report by the Acting Director of Services for Communities (circulated)
- 7.5 Objections to Proposed Waiting Restrictions West Bow – Traffic Regulation Order - report by the Acting Director of Services for Communities (circulated)

- 7.6 Objections to Proposed Waiting Restrictions on Coltbridge Avenue and Coltbridge Vale – Traffic Regulation Order – report by the Acting Director of Services for Communities (circulated)
- 7.7 Objections to Proposed Waiting Restrictions on Kirkliston Road, South Queensferry – Traffic Regulation Order - report by the Acting Director of Services for Communities (circulated)
- 7.8 Establishment of Active Travel Forum for Walking and Cycling – report by the Acting Director of Services for Communities (circulated)
- 7.9 Cycling – CHAMP Invitation to Belgium – report by the Acting Director of Services for Communities (circulated)
- 7.10 Events in Edinburgh’s Parks and Greenspaces - report by the Acting Director of Services for Communities (circulated)
- 7.11 Air Quality Assessment and Review 2014 - Progress Report– report by the Acting Director of Services for Communities (circulated)
- 7.12 Environmental Noise Action Plan Update – report by the Acting Director of Services for Communities (circulated)
- 7.13 Trading Standards Primary Authority Partnership Arrangements – report by the Acting Director of Services for Communities (circulated)
- 7.14 Public Utility Company Performance 2013/14 – report by the Acting Director of Services for Communities (circulated)
- 7.15 Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement – report by the Acting Director of Services for Communities (circulated)
- 7.16 Services for Communities Financial Monitoring 2014/15 – Period 2 Position – report by the Acting Director of Services for Communities (circulated)
- 7.17 Objections to Proposed Waiting Restrictions at Bellevue Crescent, Coates Gardens and Rothesay Terrace – Traffic Regulation Order – report by the Acting Director of Services for Communities (circulated)

8. Routine decisions

- 8.1 Corporate Performance Framework: Performance from November 2013 to April 2014 – report by the Director of Corporate Governance (circulated)
- 8.2 Cleanliness of the City – report by the Acting Director of Services for Communities (circulated)
- 8.3 Landfill and Recycling – report by the Acting Director of Services for Communities (circulated)

- 8.4 Parking in Telford Area, Results of Informal Consultation – report by the Acting Director of Services for Communities (circulated)
- 8.5 Response to the Consultation on the Draft Traffic Signs Regulations and General Direction 2015 – report by the Acting Director of Services for Communities (circulated)

9. Motions

If any

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

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

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

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

Further information

If you have any questions about the agenda or meeting arrangements, please contact Lesley Birrell or Stuart McLean, Committee Services, City of Edinburgh Council, Business Centre 2:1, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG, Tel 0131 529 4240 / 0131 529 4106, email: lesley.birrell@edinburgh.gov.uk / stuart.mclean@edinburgh.gov.uk

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

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

Transport and Environment Committee

10.00 am Tuesday 3 June 2014

Present:

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

1. Minutes

Decision

- 1) To approve the minute of the Transport and Environment Committee of 18 March 2014 as a correct record.
- 2) To approve the minute of the Transport and Environment Committee of 29 April 2014 as a correct record.

2. Key Decisions Forward Plan

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

Decision

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

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

3. Rolling Actions Log

As part of a review of the Council's political management arrangements, the Council had approved a number of revisions to committee business processes including the requirement that Executive Committees introduce a rolling actions log to track committee business.

The Transport and Environment Committee Rolling Actions Log for 3 June 2014 was presented.

Decision

- 1) To note the Rolling Actions Log for the Transport and Environment Committee.
- 2) To note that future actions agreed by the Committee calling for further reports or information would be added to the Actions Log.

- 3) To request that a report updating the Committee on progress made in developing the Bike Lease Scheme (Item 28) be submitted to Committee in 3 months.

(References – Act of Council No. 12 of 24 October 2013; Rolling Actions Log – 3 June 2014, submitted.)

4. Business Bulletin

The Transport and Environment Committee Business Bulletin for 3 June 2014 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

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

Approval was sought for the Transport and Environment Committee Policy Development and Review Sub-Committee Work Programme for June 2014 to March 2015.

Decision

- 1) To approve the Transport and Environment Committee Policy Development and Review Sub-Committee Work Programme subject to the following item being amended:
 - Bus/Tram Integration - to be considered at the next Transport and Environment Committee Policy Development and Review Sub-Committee on 26 August 2014.
- 2) To refer the Work Programme to the Transport and Environment Policy Development and Review Sub-Committee for detailed consideration.
- 3) To refer the Work Programme to the Corporate Policy and Strategy Committee for information.

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

6. Local Transport Strategy 2014-2019

Approval was sought for the delivery and monitoring arrangements proposed for the implementation of the new Local Transport Strategy 2014-2019. The Strategy aimed to continue to contribute to the Council's long standing approach of enabling people to choose sustainable modes of transport.

Decision

- 1) To approve the delivery and monitoring arrangements for the implementation of the Local Transport Strategy 2014-2019.

- 2) To note the intention to review the governance and funding arrangements for the Active Travel Action Plan.
- 3) To continue the employment of the Active Travel (Walking) officer.

To note that a report providing an update on progress with the issues detailed at 2) and 3) above would be submitted to Committee before the end of 2014. (References – Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted.)

7. Local Transport Strategy 2014-2019: Parking Action Plan

Approval was sought for a proposed way forward towards implementing the revised Parking Action Plan, including anticipated timescales and associated cost implications.

Decision

- 1) To note the report.
- 2) To agree to the commencement of the preparatory and investigatory work on the individual workstreams identified within the report.
- 3) That a report be submitted to Committee in January 2015 detailing 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.

(References – Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted.)

8. Local Transport Strategy 2014-2019: School Streets - Update on Project Development

School street closures formed part of a suite of options for helping to create a safer, more pleasant environment to encourage travel to school by foot and bike. Approval was sought for the new Local Transport Strategy (LTS), 'school streets' to be trialled at up to five schools.

Decision

- 1) To note the progress made developing the project.
- 2) To agree the process for selection and consultation.
- 3) To request a report on the outcomes of the consultation to a future Committee.
- 4) To add Victoria Primary and Wardie Primary to the list of schools participating in the trial subject to confirmation that both schools had applied within the required timescale.

References – Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted.)

9. Subsidised Bus Service Contracts: Update

The results of the tendering processes for subsidised bus services 63 and 64 were detailed. The extension of contracts for subsidised bus services 13, 20 and 42 were also outlined, together with the results of negotiations over a new contract for the subsidised element of Lothian Buses service 38 and the associated financial implications.

Decision

- 1) To note the award of new contracts covering subsidised bus services 38, 63 and 64.
- 2) To note the extension of existing subsidised bus service contracts covering services 13, 20 and 42 for a further twelve months.
- 3) To agree that service 63 (Queensferry-Hermiston Gait) and service 12 (Ratho) be reviewed in 6 months.

(References – Transport and Environment Committee 14 January 2014 (item 12); report by the Acting Director of Services for Communities, submitted.)

10. Leith Programme: Design and Implementation

An update was provided on the activity taken forward on the Leith Programme since the design principles were approved in March 2013. The Committee were asked to note an Oversight Group has been established to approve Leith Programme designs and that funding of up to £3.6M has been made available by The Scottish Government for an 'exemplar commuter corridor' design for Leith Walk.

Decision

- 1) To note the designs approved by the Oversight Group set out in appendices 1-3 of the report by the Acting Director of Services for Communities.
- 2) To note 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.
- 3) To note that construction of Phase 2 was underway on Leith Walk between Crown Street and Pilrig Street.
- 4) To note confirmation of £3.6m from Scottish Government (via Sustrans Scotland) for the delivery of an exemplar commuter corridor.

(References – Transport and Environment Committee 18 March 2013 (item 3); report by the Acting Director of Services for Communities, submitted.)

11. Budget Commitment to Cycling

The Council had agreed to spend 7% of its 2014/15 capital and revenue budgets on projects to encourage cycling as a mode of transport in the City. A summary of the Council's capital and revenue expenditure on cycling for 2014/15 was submitted for approval.

Decision

- 1) To approve the proposed Council expenditure on cycling for 2014/15.
- 2) To give further consideration to devolving funding for small scale cycle improvement schemes to Neighbourhood Partnerships in 2015/16 and to promoting and publicising the small projects funding stream in local communities.

(References – Act of Council No.2 of 13 February 2014; report by the Acting Director of Services for Communities, submitted.)

12. Development of Major Cycling and Walking Projects- Implementation Plan

Approval was sought for 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.

Decision

To approve 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.

(References – Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted.)

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

As part of 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.

A proposed draft network of 20mph, 30mph and 40mph roads to be the basis for public and stakeholder consultation was submitted for approval.

Motion

- 1) To approve the draft network of 20mph, 30mph and 40mph roads as the basis for consultation.
 - 2) To proceed with a public and stakeholder consultation as set out in the report by the Acting Director of Services for Communities.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To approve the draft network of 20mph, 30mph and 40mph roads as the basis for consultation.
 - 2) To proceed with a public and stakeholder consultation as set out in the report by the Acting Director of Services for Communities.
 - 3) To include the maps relating to Options 1 and 2 as part of the public and stakeholder consultation.
- moved by Councillor Mowat, seconded by Councillor Jackson

Voting

For the motion - 12 votes
For the amendment - 3 votes

Decision

- 1) To approve the draft network of 20mph, 30mph and 40mph roads as the basis for consultation.
- 2) To proceed with a public and stakeholder consultation as set out in the report by the Acting Director of Services for Communities.

(Reference – Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted.)

15. Pedestrian Crossing Prioritisation 2014/15

An update was provided on the new pedestrian crossing priority list for 2014/15.

Decision

- 1) To approve the updated pedestrian crossing priority list as per Appendix 1.
- 2) To note the locations that did not meet the priority list criteria in Appendix 2 and those constructed in 2013/14 in Appendix 3.
- 3) To note the locations that did not meet the priority list criteria in Appendix 2 and those constructed in 2013/14 in Appendix 3.
- 4) To approve the consultation and construction list for locations detailed in Appendix 4.
- 5) To request a future report on the results of the consultation carried out on the locations proposed for pedestrian crossing improvements.

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

16. *improve it* Programme – Final Update

An final update was provided on the changes and savings made as part of the *improve it* Programme.

Decision

- 1) To note the closure of the *improve it* Programme.

- 2) To note 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.
- 3) To note the programme's positive impact on service performance to date, including increased recycling levels and improved street cleansing performance.

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

17. Edible Edinburgh: A Sustainable Food City Plan

The Edible Edinburgh Sustainable Food City Plan was presented. The Council was also asked to commit to playing a key role in the implementation and progression of the plan in partnership with Edible Edinburgh.

Decision

- 1) To endorse the Edible Edinburgh Sustainable Food City Plan
- 2) To commit to playing a key role in implementing and progressing the plan.
- 3) To agree to work with Edible Edinburgh to progress actions which required direct Council involvements as outlined at paragraph 3.5 of the report by the Acting Director of Services for Communities.

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

18. Landfill and Recycling- Final Report

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The amount of waste sent to landfill in 2013/14 reduced 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.

Decision

To note the report.

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

19. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in March 2014, was detailed. The Council had achieved a score of 72 with 95% of the streets surveyed as clean.

Decision

To note the report.

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

20. Scottish Environment Protection Agency Consultation- Scotland river basin district

The Scottish Environment Protection Agency (SEPA) was required to prepare a second river basin management plan by the end of 2015. The Council had been invited to comment on SEPA's proposed new approaches to address the significant water management challenges in the Scotland river basin.

Decision

To approve the submission of the consultation response as set out in Appendix 1 of the report by the Acting Director of Services for Communities.

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

21. Declaration of Cammo Estate as a Local Nature Reserve

It was proposed to carry out a consultation on the declaration of Cammo Estate as a Local Nature Reserve.

Decision

To approve 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.

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

Declaration of Interest

Councillor Keil declared a non-financial interest in the above item as a Member of the Cammo Estate Advisory Committee

22. Proposal for a Bill to extend the Pentland Hill Regional Park Boundary – consultation response

The Council had been invited to respond to a proposed private member's bill intended to promote the expansion of the Pentland Hills Regional Park. In order to meet the consultation deadline, the Council's response to the proposal had been submitted by the Acting Director of Services for Communities in consultation with the Convener.

Decision

- 1) To ratify the content of the consultation response.
- 2) To note the action taken by the Acting Director of Services for Communities in consultation with the Convener in submitting the response to meet the consultation deadline.

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

23. Appointments to Sub-Committees and Working Groups Etc 2014/2015

The Committee was invited to appoint the membership of its Sub-Committees and Working Groups for 2014/2015.

Decision

- 1) To appoint the membership of the Committee's Sub-Committees and Working Groups Etc for 2014/2015 as detailed in the appendix to the report by the Director of Corporate Governance.
- 2) 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.
- 3) That Councillor Booth replace Councillor Bagshaw on the Carbon, Climate and Sustainability Working Group.
- 4) 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 – Transport and Environment Committee 18 March 2014 (item 8); report by the Director of Corporate Governance, submitted.)

24. Council Energy Services Company – referral from the Economy Committee

The Economy Committee had considered a report the Council Energy Services Company and referred it to this Committee for information.

Decision

To note the report.

(Reference – report by the Economy Committee 22 May 2014, submitted)

24. Tables and Chairs Summer Festival Trial in George Street

Approval was sought to extend the operating hours of the current tables and chairs permit system on a trial basis between 31 July 2014 and 25 August 2014 relating to a number of businesses on George Street.

Motion

- 1) To agree to extend the operating hours of the current Tables and Chairs permit system on a trial basis.
- 2) To agree that this trial would take place on George Street between 31st July and 25 August 2014, the duration of the Edinburgh Festival Fringe.

- 3) To agree that, for the duration of this trial, businesses on George Street would be permitted to apply for permission to use tables and chairs until midnight instead of 10pm (noting that it was the responsibility of businesses to apply for the appropriate complementary license and that this report did not seek to fetter the discretion of the Licensing Board or Regulatory Committee).
 - 4) To agree to accept a report on the outcomes of this trial.
 - 5) To agree that while the trial arrangements would be tested only on George Street in 2014, the report on outcomes would consider extending the trial to other areas of the city during the Festival in future years.
 - 6) To note that site notices would be displayed giving people the opportunity to object.
- moved by Councillor Hinds, seconded by Councillor McVey.

Amendment

- 1) To agree to extend the operating hours of the current Tables and Chairs permit system on a trial basis.
 - 2) To agree that this trial would take place on George Street between 31st July and 25 August 2014, the duration of the Edinburgh Festival Fringe.
 - 3) To agree that, for the duration of this trial, businesses on George Street would be permitted to apply for permission to use tables and chairs until midnight instead of 10pm (noting that it was the responsibility of businesses to apply for the appropriate complementary License and that this report did not seek to fetter the discretion of the Licensing Board or Regulatory Committee).
 - 4) To agree to accept a report on the outcomes of this trial.
 - 5) To agree that while the trial arrangements would be tested only on George Street in 2014, the report on outcomes would consider extending the trial to other areas of the city during the Festival in future years.
 - 6) To delay implementation of the trial until such time as all interested parties had been consulted on the proposals.
- moved by Councillor Mowat, seconded by Councillor Jackson

Voting

For the motion	-	12 votes
For the amendment	-	3 votes

Decision

- 1) To agree to extend the operating hours of the current Tables and Chairs permit system on a trial basis.
- 2) To agree that this trial would take place on George Street between 31st July and 25 August 2014, the duration of the Edinburgh Festival Fringe.

- 3) To agree that, for the duration of this trial, businesses on George Street would be permitted to apply for permission to use tables and chairs until midnight instead of 10pm (noting that it was the responsibility of businesses to apply for the appropriate complementary License and that this report did not seek to fetter the discretion of the Licensing Board or Regulatory Committee).
- 4) To agree to accept a report on the outcomes of this trial.
- 5) To agree that while the trial arrangements would be tested only on George Street in 2014, the report on outcomes would consider extending the trial to other areas of the city during the Festival in future years.
- 6) To note that site notices would be displayed giving people the opportunity to object.

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

25. Heat Generation Policy Statement: Scottish Government Consultation

The Scottish Government had invited the Council to comment on a proposed policy statement on heat generation. A proposed response was submitted for approval.

Decision

To approve the response on the Heat Generation Policy Statement.

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

26. Priority Parking Areas – TRO Consultation Responses

An update was given on the progress of proposals to introduce priority parking schemes in various areas around Edinburgh. Details were given of objections received as part of the public consultation process to introduce priority parking areas in Priestfield, Blackford and Lockharton.

Decision

- 1) To approve the making of the Traffic Order for the priority parking scheme in the Priestfield area.
- 2) To approve the making of the Traffic Order for the priority parking scheme in the Lockharton area.
- 3) To proceed with the priority parking scheme proposed for the Blackford area subject to the agreement of local Ward Members.

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

27. Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – Objections to Traffic Regulation Order

Details were provided of the objections received on proposals to alter waiting and loading restrictions on Ratcliffe Terrace, Grange Loan, Fountainhall Road and Mayfield Road.

Decision

- 1) To note 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.
- 2) To uphold 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.
- 3) To set 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.
- 4) To delegate 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.
- 5) To note that it would 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.
- 6) To note that an update would be provided to the next Committee on 26 August 2014 on the proposals for Mayfield Road.

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

28. Objections to Proposed Reductions to Lengths of Double Yellow Lines – South Morningside

Approval was sought to make a Traffic Regulation Order to reduce the yellow line waiting restrictions at various junctions within the South Morningside area by four metres and replace them with a single yellow line restriction, operating between the hours of 0800 and 1800 Mondays to Fridays inclusive.

Decision

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

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

29. Objections to Various Proposed Parking Restrictions, Shandon

Approval was sought to make a Traffic Regulation Order to amend the parking restrictions in the Ashley/Shandon Area. Six objections had been received to the proposals.

Decision

- 1) To set aside the objections received.
- 2) To approve the Traffic Regulation Order as advertised.

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

30. High Hedges (Scotland) Act 2013 – Implementation of Provisions referral from the Planning Committee

The Planning Committee had considered a report High Hedges (Scotland) Act 2013 Implementation of Provisions and referred it to this Committee for information.

Decision

To note the report.

(Reference – report by the Planning Committee 26 March 2014)

31. The Edinburgh Living Landscape Programme

In response to a motion by Councillor Gardner, an update was provided on progress made to date in delivering the Edinburgh Living Landscape Initiative.

Decision

- 1) To note the progress made in realising an Edinburgh Living Landscape initiative.
- 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'.
- 3) To discharge the motion by Councillor Booth.

(References – Transport and Environment Committee 14 January 2014 (Item 27); report by the Acting Director of Services for Communities, submitted.)

32. Time to Cross - Motion by Councillor Bagshaw

The following motion by Councillor Bagshaw was submitted in terms of Standing Order 16.1:

“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.”
- moved by Councillor Bagshaw, seconded by Councillor Booth

Amendment

- 1) To agree paragraphs 1), 2), 3) and 4) of the motion.
 - 2) To delete paragraph 5) of the motion.
 - 3) To note the ongoing work being carried out by officers to address the challenges for people safely crossing the road.
 - 4) To refer the motion to the Walking Forum for consideration.
- moved by Councillor Hinds, seconded by Councillor McVey

Voting

For the motion	-	6 votes
For the amendment	-	9 votes

Decision

- 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) To note the ongoing work being carried out by officers to address the challenges for people safely crossing the road.
- 6) To refer the motion to the Walking Forum for consideration.

Transport and Environment Committee

October 2014 to January 2015

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Frogston Road West at Queen Margaret Close - Introduction of Waiting and Loading Restrictions -	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Michael Thain 0131 529 2426 michael.thain@edinburgh.gov.uk	
2.	Longstone Road at Multiple Junctions - Introduction of Waiting and Loading Restrictions -	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Michael Thain 0131 529 2426 michael.thain@edinburgh.gov.uk	
3.	Freelands Road - Speed Reduction to 30mph	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Michael Thain 0131 529 2426 michael.thain@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
4.	High Buckstone - Extension of Waiting and Loading Restrictions	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Michael Thain 0131 529 2426 michael.thain@edinburgh.gov.uk	
5.	Pentland Terrace - Introduction of Waiting and Loading Restrictions	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Michael Thain 0131 529 2426 michael.thain@edinburgh.gov.uk	
6.	Reduction of Speed Limit on Lasswade Road - Objections to Advertised Order	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Callum Smith 0131 469 3592 c.smith@edinburgh.gov.uk	
7.	Leith Walk (Balfour Street to Lorne Street) - Objection to Traffic Regulation Order	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Callum Smith 0131 469 3592 c.smith@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
8.	Leith Programme - Objections to Traffic Regulation Order and Redetermination Order - Foot of the Walk Junction	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Callum Smith 0131 469 3592 c.smith@edinburgh.gov.uk	
9.	Mains Street, Ratho and Buckstone Terrace at Waterfield Road - Objections to Proposed Waiting Restrictions Traffic Regulation Orders and Road Redetermination Order –	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Andy Bogle 0131 529 3926 andy.bogle@edinburgh.gov.uk	
10.	Meadows to Innocent Path Cycle Route – Objections to Traffic Regulation Order	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Len Vallance 0131 469 3629 len.vallance@edinburgh.gov.uk	
11.	Water of Leith Basins	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Tom Dougall 0131 469 3753 tom.dougall@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
12.	Water of Leith Phase 2	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Rob Leech 0131 469 3796 rob.leech@edinburgh.gov.uk	
13.	Princes Street – Tour and Sightseeing Buses and Coaches	28 Oct 2014		Acting Director of Services for Communities Lead Officer: Chris Day 0131 469 3568 chris.day@edinburgh.gov.uk	
14.	Logie Green Road – Proposed Loading Bay	28 Oct 2014		Acting Director of Services for Communities Lead Officer: John Richmond 0131 469 3765 john.richmond@edinburgh.gov.uk	
15.	Pitch and Park Drainage Programme	28 Oct 2014		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
16.	Update on the proposed "Tree for Every Child" Scheme	28 Oct 2014			

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
17.	Energy Policy	28 Oct 2014			
18.	Edinburgh Public Realm Strategy – Prioritisation Process and Scope of Review	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Leslie 0131 529 3948 david.leslie@edinburgh.gov.uk	
19.	Leith Walk (Pilrig Street to Duke Street) – Public Hearing of Objections to Traffic Regulation Order	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Callum Smith 0131 469 3592 c.smith@edinburgh.gov.uk	

Rolling Actions Log

Transport and Environment Committee

26 August 2014

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	03.06.2014	Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road - Objections to Traffic Regulation Order	Business Bulletin	Callum Smith, Senior Professional Officer, Projects Development	26.08.2014		
2	03.06.2014	Tables and Chairs Summer Festival Trial in George Street	A report on the outcomes of the trial.	Iain MacPhail, City Centre Programme Manager	November 2014		
3	03.06.2014	Pedestrian Crossing Prioritisation 2014/14	A future report on the results of the consultation carried out on the locations proposed for pedestrian crossing improvements.	Stacey Skelton, Transport Officer	January 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
4	03.06.2014	Delivering the Local Transport Strategy 2014-2019: School Streets - Update on Project Development	A report on the outcomes of the consultation to a future Committee.	Caroline Burwell Road Safety Manager	January 2015		
5	03.06.2014	Delivering the Local Transport Strategy 2014-19: Parking Action Plan	That a report be submitted 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.	Andrew MacKay, Traffic Orders and Project Development Officer	January 2015		
6	03.06.2014	Delivery of the Local Transport Strategy 2014-19	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	Clive Brown, Project Officer, Strategic Planning	End 2014		.
7	18.03.2014	Leith Programme - Update and Objections to Traffic Regulation	To note the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the	Anna Herriman Partnership and Performance Manager	May 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Order and Redetermination Order Leith Walk (Pilrig Street to Duke Street)	intention to report to Finance and Resources Committee to seek the required budgetary approval				
8	18.03.2014	Post-Tram Construction – review of Traffic Management and Interfaces	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.	Alasdair Sim, Interface Manager	26.08.2014	26.08.14	
9	18.03.2014	Appointment to Working Groups Etc 2013-14	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	26 August 2014		
10	18.03.2014	Subsidised Bus Services – Ratho	To further agree that the Director of Services for Communities report	Stuart Lowrie Senior	May 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Village and Dumbiedykes	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.	Professional Officer			
11	18.03.2014	Tackling Dog Fouling in Edinburgh	To receive a further report on: 1. The implementation of the Pride Campaign after six months of operation, if funding was secured by Wastesites Scotland Limited. 2. Other suitable dog fouling initiatives that could be implemented in Edinburgh	Susan Mooney, Head of Service Community Safety Kirsty Morrison, Community Safety Strategic Manager	28.10.2014		
12	18.03.2014	Increase in Littering and Flytipping Fixed Penalty Notice Amounts	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	17 March 2015		
13	18.03.2014	Park and Pitch Drainage Programme	1. 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	David Jamieson, Parks and Greenspace	28.10.2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>requiring drainage works.</p> <p>2. 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 notes that further information will be provided following completion of the Parks Events Manifesto consultation</p>				
14	18.03.2014	Trade Waste Pilot – Update	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	28.10.2014		
15	14.01.2014	Trees in the City – Finalised Policy and Action Plan	<p>1. 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</p> <p>2. To note that a further report</p>	Keith Logie, Parks Development Manager	28.10.2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			detailing progress on the 'Tree for Every Child' project would be made to this Committee in due course				
16	14.01.2014	Street Lighting – Result of White Light Pilot	To note that further business cases and models to upgrade the remaining stock would be reported to committee.	John McFarlane, Road Services (Street Lighting)	March 2015		
17	14.01.2014	Zero Waste Project – Edinburgh and Midlothian - Residual Waste Treatment Progress Report.	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	13.01.2015		
18	14.01.2014	Proposed Changes to the Delivery of Road Safety Education, Training and Publicity – Police Scotland Withdrawal of Services	To receive a further report on the future provision of Road Safety services to ensure statutory commitments were met.	Caroline Burwell, Road Safety Manager	28.10.2014		
19	14.01.2014	Public Bowling Greens	1. To note the need to reduce the number of bowling greens to better reflect level of usage.	David Jamieson, Parks and Greenspace	June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>2. To approve in principle the process of investigating and agreeing alternative uses for each site.</p> <p>3. To note the intention to submit a further report on the outcome of this work.</p>	Manager			
20	29.10.2013	Trade Waste Policy Options	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		
21	27.08.2013	Request to Provide a Surface Crossing of the Calder Road at Parkhead – Traffic Regulation Order	To refer the scheme back to a future meeting of the Transport and Environment Committee to commit to consider funding for the installation of a crossing as part of the current Budget Review.	Mike Avery, Neighbourhood Manager	28.10.2014		
22	27.08.2013	Public and Accessible Transport Action Plan – Report on Consultation	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	Chris Day, Project Officer	Summer 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			meeting of the Committee.				
23	27.08.2013	Public Utility Company Performance 2012/3 and First Quarter 2013/14	To agree that quarterly performance reports would be submitted to future meetings of the Committee.	Stuart Harding, Performance Manager	This report is now part of the regular reporting cycle. Q1 28/10/14 Q2 13/01/15 Q3 17/03/15 Q4 June 2015		
24	27.08.2013	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 course.	Nick Croft, Corporate Governance	28.10.2014		
25	27.08.2013	Energy Policy	To receive annual reports on the implementation of the policy outlining progress made against policy objectives and targets.	Peter Watton, Head of Corporate Property Jenny Fausset, Senior Policy Officer	Annual/Ongoing		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
26	27.08.2013	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	28.10.2014		.
27	27.08.2013	Heritage Lottery Funding Approved – Saughton Park and Gardens	To note the intention to submit a further more detailed report at the end of the Development Phase in 2015.	David Jamieson, Parks and Greenspace Manager	Mid 2015		
28	04.06.2013	Public Realm Strategy – Annual Review 2012 - 2013	To agree to a review of the Public Realm Strategy.	Karen Stevenson, Senior Planning Officer	Later in 2014		
29	04.06.2013	Bus Lane Camera Enforcement Expansion and Bus Lane Network Review	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	26 August 2014		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
30	04.06.2013	Bike Lease Scheme and Promotion of Cycling (response to Motion by former Councillor Gordon Mackenzie)	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 Strategic Planning Manager	March 2015		
31	19.03.2013	Charlotte Square – Public Realm Traffic Regulation and Redetermination Orders	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.	Craig Wood Programme Manager	End 2014		
32	19.03.2013	Leith Programme – Consultation and Design	To agree that officers hold discussions with relevant stakeholders on signage and branding and report back to a future Transport and Environment Committee	Ian Buchanan, City Centre & Leith Neighbourhood Manager (operations)			
33	19.03.2013	Improving Air Quality in Edinburgh – Low Emissions Zone (LEZ) Options	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 Natalie McKail, Environmental Health, Scientific Services and Local	August 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Community Planning Manager			
34	19.03.2013	Review of Provision of Scientific Services in Scotland	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 Natalie McKail, Environmental Health, Scientific Services and Local Community Planning Manager	August 2015		
35	19.03.2013	ECOSTARS Edinburgh	<ol style="list-style-type: none"> 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. 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 	Susan Mooney, Head of Service Natalie McKail, Environmental Health, Scientific Services and Local Community Planning Manager	28.10.2014		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			beyond May 2014.				
36	15.01.2013	Automated Recycling Points	To provide a further report once the findings of the Zero Waste Scotland pilot became known.	Angus Murdoch, Strategy and Recycling Officer	Early 2015		
37	15.01.2013	Utility Company Performance	To agree that quarterly performance reports would be submitted to future meetings of the Committee.	Tony Lear, Business Performance Manager	Ongoing		
38	23.11.2012	Pedestrian Crossing Prioritisation – Construction List	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	January 2015		

Transport and Environment Committee

10 am Tuesday 26 August 2014

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

Transport and Environment Committee

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

Recent news

Strategy for Installing On–Street Electric Vehicle Charging Points in Edinburgh

To assist the uptake of electric vehicles, a draft strategy for installing on–street electric vehicle charging points will be prepared and implemented by an On–Street Charging Working Group, within Services for Communities. It will cover issues such as:

- infrastructure specification and design;
- implementation;
- cost;
- maintenance;
- ownership;
- legal liability;
- streetscape impacts;
- involvement of car club operators; and
- fees for the electricity used to charge vehicles.

The strategy will also clarify the position of outside bodies wishing to install on–street charging equipment on Council streets.

Background

Preparation of a strategy for installing electric vehicle charging points is part of implementing the Council's Local Transport Strategy 2014–2019.

Traffic Regulation Order – Mayfield Road

On 3 June 2014, the Committee delegated authority to the Director of Services for Communities, in consultation with the Convener, Vice Convener and local ward members, to decide whether to make the proposed Traffic Regulation Order on Mayfield Road following further discussions with stakeholders.

A site meeting was held on 13 June 2014 with the Convener and Councillors Rose and Orr to discuss the proposed changes. It was agreed that the length over which the waiting and loading restrictions would be relaxed would be reduced, from the 15 metres originally proposed, to 10 metres.

The Director of Services for Communities has approved making the advertised Traffic Regulation Order on this basis.

Ratcliffe Terrace/Grange Loan/Fountainhall Road and Mayfield Road – report submitted to Transport and Environment Committee on 3 June 2014.

Consultation on the TransPennine and Northern Rail Passenger Franchises

Edinburgh's primary interest in this consultation relates to Transpennine Express services between Edinburgh and Manchester Airport, Manchester and intermediate stations. The service expanded significantly within the current franchise, notably with regard to frequency. Further journey time reductions are expected within the next year.

The consultation invites responses to a series of questions, but does not preclude comments on other issues.

The Council's response:

Argued against increasing fares without substantial service improvements.

Agreed with the principle of redeploying or reducing staff provided genuine improvements for passengers are delivered.

Argued that a consistent focus on improving frequency and reducing journey time between Scotland and Manchester is the factor that most impacts on demand.

The Council has submitted a response to the Department for Transport's consultation on the TransPennine and Northern rail passenger franchises. The consultation period was from 9 June to 18 August 2014. As this did not coincide with the Committee's cycle of meetings, a response was sent following consultation with the Convener and Vice-Convener.

Supported in principle a degree of flexibility with regard to the train service specification; whilst noting the importance of a standard pattern of departures from Edinburgh to Manchester, alternating with Edinburgh-Birmingham trains, and of the other interfaces with West Coast Edinburgh-Birmingham services (especially stopping patterns north of Preston).

Noted that current first and last weekday trains serving Scotland are acceptably timed, whilst there is a case for additional Sunday trains.

Indicated that increasing the proportion of services to/from Edinburgh, at the expense of Glasgow, is not a priority; there being other options for increasing frequency between Edinburgh and Carlisle/Preston.

The response also comments briefly on aspects of the Northern franchise which impinge on Edinburgh.

Forthcoming activities:

A draft strategy for installing on–street electric vehicle charging points will be submitted to the Transport and Environment Committee for approval in early 2015.

The next meeting of the Transport and Environment Committee will be at 10 am on 28 October 2014 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from 22 October 2014.

The next meeting of the Policy Development and Review Sub-Committee will follow at the conclusion of the Transport and Environment Committee meeting detailed above.

Transport and Environment Committee

1000 hrs, Tuesday, 26 August 2014

6% Budget Commitment to Cycling – Summary of Expenditure

Item number

Report number

Executive/routine

Wards

All

Executive summary

This report summarises the Council's capital and revenue expenditure on cycling in the 2013/14 financial year. The Council met the 6% target it had set for this expenditure. This has aided the delivery of the Active Travel Action Plan and helped to attract significant external funding from Sustrans.

Links

Coalition pledges [P43](#), [P45](#) and [P50](#)

Council outcomes [CO5](#), [CO7](#), [CO8](#), [CO9](#), [CO18](#), [CO19](#) and [CO22](#)

Single Outcome Agreement [SO1](#), [SO2](#) and [SO4](#)

6% Budget Commitment to Cycling - Summary of Expenditure

Recommendations

- 1.1 It is recommended that the Committee notes the summary of Council expenditure on cycling for 2013/14 which meets the 6% targets set.

Background

- 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 new and less confident cyclists.
- 2.3 The ATAP sets out priorities for developing the family network. These priorities 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 The Council also instructed that “the Director of Services for Communities is 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”.
- 2.6 At its meeting of 13 February 2014, the Council clarified the definitions of this commitment. The Council has subsequently agreed to increase the percentage for cycling to 6% (2013/14) and 7% (2014/15). This report covers the Council's 6% capital and revenue expenditure on cycling, in the 2013/14 financial year.
- 2.7 Progress towards the Charter of Brussels commitments and on the cycle aspects of the ATAP were contained within the ‘Active Travel Action Plan – Two Year Review’ report which was presented to the 27 August 2013 meeting of the Committee.

Main report

- 3.1 The Council spent a total of £2,659,568 on cycling related projects and maintenance in 2013/14, of a combined capital and revenue transport expenditure of £41,486,500.

Capital expenditure

- 3.2 Of the Council's £32,219,000 capital budget for transport projects, £2,100,650 was identified for spend on work that benefitted cyclists. This equates to 6.5% of net capital expenditure.
- 3.3 Of this funding £1,051,639 was spent in 2013/14, with £1,049,011 reprofiled into 2014/15, for projects that were originally programmed for 2013/14.
- 3.4 A summary of this expenditure is provided below and in Appendix 1.

Cycle facility renewal

- 3.5 £250,601 of expenditure on capital road renewals was spent on the replacement of road surfacing and markings where cycle lanes, cyclist Advanced Stop Areas or Bus Lanes (first 1.5m from kerb) are present.

Cycle elements of capital transport projects

- 3.6 There was £572,000 of expenditure allocated for capital transport projects, which included the renewal or addition of cycle facilities such as cycle lanes and bus lanes (50%). This included £526,000 for the Leith Improvement Programme (Leith Walk) and cycling elements of the Waverley Bridge/Market Street and Lower Granton Road projects. These schemes were not delivered in 2013/14 and the funding has been reprofiled into 2014/15. On this basis, this budget is not included within the 7% calculations for 2014/15.

Cycle infrastructure projects

- 3.7 The Council's capital budget for cycle schemes for 2013-14 (internal funding only) was £1,278,049. £801,038 of this was spent in 2013/14 and £477,011 was reprofiled into 2014/15 for the completion of projects already underway. This latter budget, is not included within the 7% calculations for 2014/15.
- 3.8 The funding facilitated significant progress on delivery of the Active Travel Action Plan. Appendix 2 is a map which illustrates where the investment has been used, to complete cycle-friendly infrastructure. These schemes can often benefit pedestrians and those with mobility needs (eg pushchairs, wheelchairs, etc), especially in off-road situations.
- 3.9 Of particular note was the completion of:
- an upgrade of National Cycle Network Route 1, where it runs parallel to the A90;
 - improvements to paths on National Cycle Network Route 1 in Barnton and at Craigleith;
 - the widening and resurfacing of the North Meadow Walk cycle/pedestrian route;
 - further upgrades to the Leith–Portobello cycle route, including the widening of footpaths and footways;
 - the surfacing of the Carrick Knowe railway path that links Corstorphine with the new Balgreen tram stop; and
 - the signing of four 'family network' cycle routes.

External funding

- 3.10 External funding for cycle schemes is not included in the calculations for the 6% target. However, it should be noted that the Council's additional funding allocation for cycling has enabled it to match larger contributions from Sustrans, the sustainable transport charity, than would otherwise have been the case.
- 3.11 Sustrans usually requires a minimum of 50% funding to match its contribution and for 2013/14. With the assistance of the 6% cycling budget, the City of Edinburgh Council has claimed approximately £1,023,000, towards cycling projects.
- 3.12 In addition, Sustrans has also agreed funding for the following Edinburgh cycle projects in 2014/15, which the 7% budget (after an annual increase of 1%) is being used to match Sustrans' contribution:
- £500,000 for the upgrade of National Cycle Network Route 1 between the Meadows and the Innocent Railway Path;
 - £125,000 for a third phase of improvements to the Leith–Portobello 'family network' cycle route;

- £120,000 towards further the upgrades of National Cycle Network Route 1 between Haymarket and the Forth Bridge; and
- £150,000 towards the development of two major schemes to provide high quality cycle routes between Roseburn and Leith Walk/the Union Canal.

Revenue expenditure

3.13 Of the Council's £9,267,500 revenue transport budget, £558,918 was spent on work cycling related activities. This equates to 6% of net revenue expenditure. A summary of this expenditure is provided below and in Appendix 3.

Revenue maintenance

3.14 £211,257 was spent on the revenue maintenance of cycling related facilities, including:

- £48,943 on the winter treatment of cycle/pedestrian paths and cycle lanes;
- £38,000 on renewing parking/loading markings on cycle/bus lanes;
- £68,235 on the lighting of cycle/pedestrian paths and cycle/bus lanes; and
- £35,000 on the maintenance of signalised cycle/pedestrian crossings.

'Project Bank'

3.15 A 'Project Bank' was used to allocate funding amounting to £145,726 for revenue cycle projects to the Council's Local Neighbourhood Teams and Natural Heritage Service. Bids were invited from these service areas towards a range of cycling related projects, such as the maintenance and small-scale improvement (up to a maximum of £6,000) of cycle paths and lanes.

Other revenue cycle facility improvements

3.16 £31,451 of the cycle revenue budget was used for the relining of cycle lanes, cycle lockers for Council premises and small-scale traffic measures that will benefit cyclists.

Cycling promotion

3.17 £74,500 was spent on activities to promote cycling. This included £25,000 for two 'Drive Safe Cycle Safe' campaigns, £11,000 funding towards the Sky Ride 'local rides' programme, £10,000 towards the costs of running the annual Cycling Scotland 'Pedal for Scotland' event and a £9,000 contribution to the first Edinburgh Festival of Cycling held in June 2013.

Cycling related studies

3.18 £72,049 of studies that support the development of cycling in Edinburgh were funded from the cycling revenue budget. These included feasibility work on the Roseburn–Leith Walk and Roseburn–Union Canal and cycle route schemes, feasibility work on an Almond River walk/cycle way and undertaking traffic surveys to inform future cycle projects.

Staffing/training

- 3.19 £23,935 was spent on staffing/training costs, including £12,000 to part-fund a Project Officer (Cycling) post (as per the decision of the 13 September 2013 Transport, Infrastructure and Environment Committee) and £1,500 on cycle training for Council HGV drivers.

2014/15

- 3.20 The Council has committed to spending 7% of its transport budgets on cycling in 2014/15, which will ensure that investment in cycling infrastructure and promotion of cycling, as a mode of travel will be sustained and increased (see report to 3 June 2014 Transport and Environment Committee for more information).

Measures of success

- 4.1 The Active Travel Action Plan includes a number of targets for increasing cycle use and these will be monitored over the Plan's duration (2010-2020). The latest detailed figures are contained within the 'Active Travel Action Plan – Two Year Review' which was reported to this meeting of the Committee.

Financial impact

- 5.1 The Council's Capital Investment Programme (CIP) for Traffic and Engineering, Transport Planning and Roads for 2013/14 was £32,219,000. £2,100,650 was spent on cycling related capital maintenance and through an allocation for new cycling projects. This meets the 6% target figure.
- 5.2 The Council's net revenue budget for Roads and Transport in 2013/14 was £9,267,500. £558,918 was spent on cycle related revenue maintenance and through an allocation for new cycling initiatives. This meets the 6% target.

Risk, policy, compliance and governance impact

- 6.1 This report summarises spend over the last financial year and as such there are no future risks associated with it.
- 6.2 The expenditure reported has assisted in the delivery of the Council's Active Travel Action Plan (2010-2020) and in making progress towards achieving the targets it contains. This has also been 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

- 7.1 The 'Family Network' of cycle routes will benefit younger, vulnerable and less confident cyclists. Improvements to the cycle network will also benefit people with mobility issues, such as wheelchair users and parents with prams and buggies. Increases in cycling and walking are expected to result in improvements in the health of those using these modes of transport more often.

Sustainability impact

- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 6% budget for cycling has assisted 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

- 9.1 As this report is for information only no consultation/engagement has been undertaken regarding it. Consultation has been undertaken for the larger capital projects, that were undertaken with the funding allocation for 2013/14.

Background reading/external references

Active Travel Action Plan (September 2010)

Minutes of 9 February 2012 Council meeting

Cycling in the City – 5% Transport Spend Commitment and the Delivery of the Active Travel Action Plan (13 September 2012)

Active Travel Action Plan - Two year review (27 August 2013)

5% Budget Commitment to Cycling – Summary of Expenditure (27 August 2013)

Minutes of 13 February 2013 Council meeting

7% Budget Commitment to Cycling – (3 June 2014)

John Bury

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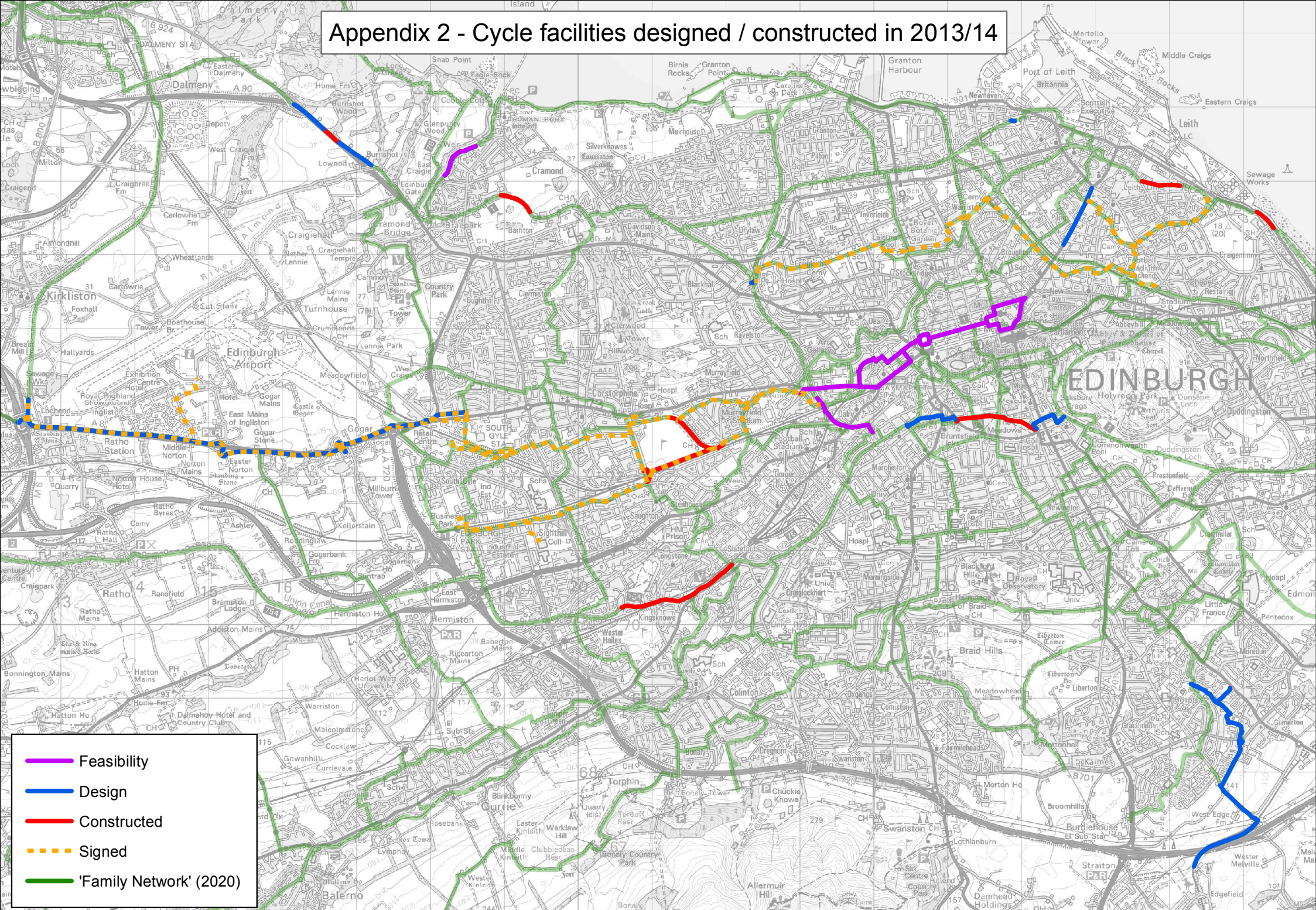
Links

Coalition pledges	P43 - Invest in healthy living and fitness advice for those most in need. P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. CO7 – Edinburgh draws new investment in development and regeneration. CO8 – Edinburgh’s economy creates and sustains job opportunities. CO9 – Edinburgh residents are able to access job opportunities. 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. CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all. 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	<ol style="list-style-type: none">1. 2013/14 capital expenditure on cycling2. Map showing cycle facilities designed/constructed in 2013/143. 2013/14 revenue expenditure on cycling

Appendix 1 – 2013/14 capital expenditure on cycling

Item	Expenditure (£)
Cycling capital expenditure:	
Capital roads renewal benefiting cyclists	250,601
Capital transport projects benefiting cyclists:	
- Leith Improvement Programme (reprogrammed to 2014/15)	526,000
- Waverley Bridge/Market Street (reprogrammed to 2014/15)	21,000
- Lower Granton Road (reprogrammed to 2014/15)	25,000
Cycle infrastructure projects 2013/14	801,038
Total	1,623,639
Carry forward to 2014/15 for completion of projects started in 2013/14	477,011
Net capital expenditure on cycling for 2013/14	2,100,650
Capital Investment Programme (CIP) figures for Traffic Engineering, Transport Planning and Roads	32,219,000
Proportion of transport capital budget spent on cycling	6.5%

Appendix 2 - Cycle facilities designed / constructed in 2013/14



Appendix 3 – 2013/14 revenue expenditure on cycling

Item	Expenditure (£)
Cycling revenue expenditure:	
Revenue maintenance benefiting cyclists:	
- Winter treatment of:	
o cycle/pedestrian paths (100%)	31,789
o Winter treatment of cycle lanes	17,154
- Yellow/red parking/loading restriction markings on cycle/bus lanes	38,000
- Lighting:	
o Off-road cycle/pedestrian paths (100%)	36,490
o Cycle/bus lanes (100%)	31,745
- Cycle/pedestrian signalised crossing maintenance (100%)	35,000
- Gully cleaning on cycle lanes	9,572
- Event management of cycling related events	6,007
- St.Mark's Park cycle/pedestrian bridge surface treatment (50%)	5,500
Neighbourhood/Natural Heritage Services cycling 'Project Bank'	145,726
Other revenue cycle facility improvements	31,451
Cycling promotion	74,500
Cycling related studies	72,049
Staffing/training	23,935
Total cycling revenue expenditure	558,918
Net expenditure budget for Roads and Transport for 2011/12 adjusted for external income	9,267,500
Proportion of transport revenue budget spent on cycling	6.0%

Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

Bus Lane Network Review

Item number	7.2
Report number	
Executive/routine	Executive
Wards	Citywide

Executive summary

In its latest Local Transport Strategy, the Council states it will continue to maintain Edinburgh's bus lane network, review it regularly and extend it or enhance it, where opportunities arise.

The Council has carried out a review of a number of issues relating to the bus lane network. These comprise bus lane operational hours, permitted vehicle classes, ineffective bus lanes and new flashing or illuminated bus lane signs.

This report summarises the main issues and findings of the review and makes a number of recommendations, including undertaking trials changing all-day bus lanes, into peak periods bus lanes and allowing motorcycles to access with-flow bus lanes.

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

Bus Lane Network Review

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes that a consultative review of bus lane network has been carried out and notes its findings;
 - 1.1.2 approves the promotion of an 18 month Experimental Traffic Regulation Order to trial peak periods bus lanes, in place of all-day bus lanes;
 - 1.1.3 approves the promotion of an 18 month Experimental Traffic Regulation Order to trial allowing motorcycles access to with-flow bus lanes during their operational hours;
 - 1.1.4 does not change Council Policy to allow Private Hire Cars or electric vehicles access to bus lanes during their operational hours;
 - 1.1.5 notes that the first tranche of amendments to ineffective bus lanes is due to be completed within the next few months;
 - 1.1.6 notes that the results of the above two trials, future bus lane expansion plans for the city and an update on bus lane camera enforcement will be reported to Committee in due course; and
 - 1.1.7 agrees that any decision to deploy flashing or illuminated bus lane signs, should be delayed until after the completion of the peak periods bus lane trial.

Background

- 2.1 The Council has invested heavily in a network of bus lanes. These now total around 65 kilometres, in length. They form an important element in delivering a high quality and reliable public transport system.
- 2.2 A report to Committee, on 4 June 2013, noted that a bus lane network review would be undertaken and the findings would be the subject of a future report.
- 2.3 In its latest Local Transport Strategy, the Council states it will continue to maintain Edinburgh's bus lane network, review it regularly and extend it or enhance it, where opportunities arise.

Main report

- 3.1 The review's scope included:
 - 3.1.1 reviewing the existing bus lane operational hours;
 - 3.1.2 reviewing the existing list of permitted vehicle classes that are allowed to use the bus lanes;
 - 3.1.3 identifying ineffective bus lanes for adjustment or removal; and
 - 3.1.4 investigating the feasibility of deploying a new flashing or illuminated bus lane sign based on existing blue statutory bus lane signs.

Bus lane operational hours

- 3.2 There are three bus lane operational times:
 - 3.2.1 all-day - 7:30am-6:30pm Mondays to Fridays and 8:30am-6:30pm Saturdays;
 - 3.2.2 peak periods – 7:30am-9:30am and 4:00pm-6:30pm Mondays to Fridays; and
 - 3.2.3 24 hours, seven days per week.
- 3.3 The review focused on the hours of operation of all-day bus lanes and considered, whether these should be maintained as they are at present, or amended to operate during peak periods only.
- 3.4 Approximately 90% of the city's bus lanes are peak periods or all-day bus lanes.
- 3.5 There are a limited number of 24 hour bus lanes that operate within the city. These will be retained, as they are usually deployed at discreet locations for specific reasons, for example bus gates, Park and Ride sites and contra-flow bus lanes.
- 3.6 Between February and April 2014, bus lane surveys were undertaken at a number of locations throughout the city, at various times of day.
- 3.7 The surveys showed that, at most of these locations, there was little or no delay to buses during off-peak periods; that is between 9:30am and 4:00pm, Monday to Friday. This appears to indicate that all-day bus lanes, offer little additional operational benefit to buses, compared to peak periods lanes, under normal traffic conditions.
- 3.8 There are approximately 22 kilometres of all-day bus lanes within the city. The surveys undertaken, represent only a snapshot of prevailing traffic conditions. It is therefore recommended that an Experimental Traffic Regulation Order (ETRO) is promoted to change all-day bus lanes into peak periods bus lanes.

- 3.9 There are number of reasons why an ETRO, rather than a TRO is proposed:
- 3.9.1 It allows the opportunity to trial peak periods bus lanes in place of all-day bus lanes.
 - 3.9.2 It allows for compilation of detailed bus journey time data, which would enable a more comprehensive and robust analysis of the impact of this change.
 - 3.9.3 The ETRO can be quickly revoked if, early in the trial, there is found to be significant justification for reinstating all-day bus lanes.
 - 3.9.4 If the trial is successful, it will allow time for a more extensive consultation with bus lane users prior to making any proposed permanent change.
 - 3.9.5 If a bus operator objects to the trial becoming permanent, a public hearing may be required. The supporting evidence from the above database, would provide robust objective evidence to support the Council's case.
- 3.10 Before and after bus journey times surveys would be undertaken, at the times of the year when traffic flows are typically at their maximum, for example, mid September to mid December and mid January to March.
- 3.11 It is proposed that the duration of the trial would be nine months, from June 2015 to March 2016. If the trial is successful, a TRO to make the change permanent could then be promoted within the 18 month life of the ETRO, which may avoid the need to temporarily revert back to all-day bus lanes.

Permitted vehicle classes

- 3.12 As part of the bus lane network review, the issue of extending access to bus lanes to other vehicle types has been reviewed. This has been the subject of several previous reports to the Committee. Consideration has been given to allowing Private Hire Cars, motorcycles and electric vehicles to use bus lanes.
- 3.13 There are potential issues associated with allowing additional vehicle classes access to bus lanes:
- 3.13.1 The more classes of vehicles that are allowed to use bus lanes, the less effective they are for buses, taxis and cyclists.
 - 3.13.2 Extending the number of classes permitted to use bus lanes, will reduce the attractiveness of cycling.

Private Hire Cars (PHCs)

- 3.14 The Council wrote to the main PHCs operators earlier this year, informing them that it was undertaking a bus lane network review, which included a review of the vehicle classes that are allowed to use the bus lanes.

- 3.15 The operators were asked to comment and submit reasons to support the case for allowing PHCs into bus lanes. Amongst the main reasons given were that PHCs are considered public transport and that they provide a very similar service to taxis (the main difference is that PHCs cannot pick up passengers on-street).
- 3.16 Edinburgh's bus lane network is the largest in Scotland and buses are easily its most important public transport mode (Lothian Buses carried 115.4 million passengers last year). Buses have a key role to play in the lives of a large proportion of the city's residents and workers. It is, therefore, essential that bus services are reliable. The bus lane network plays a key role in realising this objective.
- 3.17 Throughout the UK, the classes of vehicles that are permitted to use bus lanes vary from local authority to local authority. Some authorities only allow buses to use the lanes, some also allow taxis, while others allow both taxis and PHCs. It is a matter for each authority to decide what vehicles classes it allows into its bus lanes.
- 3.18 Police Scotland, SPOKES, bus and taxi operators were canvassed for their opinions regarding allowing PHCs into bus lanes. Police Scotland was supportive of allowing PHCs into bus lanes, as long as they were carrying passengers. Replies received from SPOKES, bus and taxi operators indicated that they were against allowing PHCs into bus lanes.
- 3.19 In addition to the issues stated in 3.13, there are two other potential issues with allowing PHCs access to bus lanes:
- 3.19.1 Enforcement of bus lanes could become problematic. Although PHCs have plates at the front and back, they mostly resemble general saloon cars and there are concerns that general traffic will follow them into bus lanes.
- 3.19.2 Unlike Edinburgh taxis, whose numbers are limited, there are no limits to the potential number of Private Hire Cars.
- 3.20 It is therefore recommended that PHCs should not be allowed access to bus lanes during their operational hours.
- Motorcycles**
- 3.21 As part of the review, motorcycle users' organisations were asked to comment and submit reasons to support the case for allowing motorcycles into bus lanes. Amongst the main reasons given were that they are considered vulnerable road users who would gain safety benefits from being able to use bus lanes and reduced journey times. Motorcyclists' organisations also consider motorcycles to be a greener form of transport.

- 3.22 Police Scotland, SPOKES, bus and taxi operators were canvassed for their opinions regarding allowing motorcycles into bus lanes. Police Scotland was supportive of allowing motorcycles into bus lanes. Replies received from SPOKES, some taxi and bus operators, including First, indicated that they were against allowing motorcycles into bus lanes. Lothian Buses do not have any opposition to motorcycles using bus lanes.
- 3.23 Transport for London (TfL) has undertaken two extensive trials of allowing motorcycles access to bus lanes; the first from January 2009 to July 2010 and the second from July 2010 to January 2012. Two monitoring reports were produced and are available as background papers to this report.
- 3.24 After the trials, TfL decided to give motorcycles permanent access to the majority of the Capital's red routes. TfL states on its website that 'the safety of motorcyclists and other vulnerable road users is unaffected' and 'benefits include reduced journey times for motorcyclists and less carbon dioxide emissions'.
- 3.25 In addition to London the following cities allow or partially allow motorcycles to use bus lanes: Bath, Bedford, Belfast, Birmingham, Colchester, Derby, Hull, Leicester, Newcastle, Plymouth, Reading, Sheffield, Sunderland and Swindon.
- 3.26 It is considered that allowing motorcycles access into Edinburgh's bus lanes will have marginal or no impact on bus lane efficiency
- 3.27 Given the above, it is recommended that an 18 month Experimental Traffic Regulation Order (ETRO) be promoted to allow motorcycles access to bus lanes. However, it is recommended that access should only be permitted to with-flow bus lanes and not to contra-flow bus lanes or to bus gates, as these are primarily intended to prohibit intrusive through traffic, including motorcycles, from sensitive areas while maintaining access for public transport.
- 3.28 It is proposed that the duration of the trial would be nine months, from June 2015 to March 2016. If the trial is successful, a TRO to make the change permanent could then be promoted within the 18 month life of the ETRO, which may avoid the need to temporarily revert back to excluding motorcycles from bus lanes.
- 3.29 At present, special authorisation from the Scottish Government is required for bus lane signs that incorporate a motorcycle symbol. However, public consultation is currently underway on changes to the relevant regulations. One of the proposals being consulted on would remove the need for this authorisation. It is currently expected that the new regulations will be introduced in March 2015, prior to the start of the proposed trial. Nevertheless, the Council will seek prior approval, for these sign variations, from the Scottish Government at the earliest opportunity.

Trials

- 3.30 If the trials are successful, TROs will be promoted to make the proposals permanent. It is intended that discussions will take place with bus operators, with a view to identifying any issues arising from these proposals and seeking to resolve these.
- 3.31 The timescales involved in a public hearing process would mean that it would not be possible to have this completed within the 18 month life of the ETRO.

Electric vehicles

- 3.32 Consideration was given to allowing electric vehicles, which are zero emissions vehicles, access to bus lanes. In addition to the issues stated in 3.13, there are two further specific reasons for not allowing them into bus lanes:
 - 3.32.1 Enforcement would be very problematical, as there are no distinctive visual differences between electric and non-electric vehicles.
 - 3.32.2 Electric vehicle use in Edinburgh is currently very limited. In the short term, allowing electric vehicles into bus lanes would provide an incentive to encourage uptake. However, a 'tipping point' would eventually be reached, where the number of electric vehicles would significantly impact on bus lane efficiency.
- 3.33 It is therefore recommended that electric vehicles should not be allowed access to bus lanes, during their operational hours.

Ineffective bus lanes

- 3.34 The adjustment or removal of ineffective bus lanes will improve traffic flow by reducing congestion. Ineffective bus lanes in the context of this report, are bus lanes where one of the two following conditions exists:
 - 3.34.1 Locations where buses, taxis and cyclists receive marginal or no advantage and which also cause localised congestion (solution – remove bus lane); and
 - 3.34.2 Signalised junctions where there are heavy right turning traffic flows and which also suffer from regular congestion. In these instances a potential solution is to curtail bus lanes further back from the junctions, thus improving traffic flows while still maintaining an acceptable level of bus priority.

- 3.35 As part of the review process a first tranche of five locations were identified (refer to background paper 2 for further details) and TRO procedures were subsequently undertaken, to remove/amend the bus lanes at these locations. No objections were received to these proposals and these changes are in the process of being implemented.
- 3.36 There is an ongoing programme to identify further ineffective bus lanes and implement the appropriate changes. Consideration will be given to providing reasonable alternative cycling facilities in locations where a bus lane is being curtailed or removed.

Flashing or illuminated bus lane signs

- 3.37 One issue that was identified as part of a previous review of bus lane camera enforcement was that some members of the public were confused over when bus lanes were operating.
- 3.38 The Council investigated whether it could deploy flashing or illuminated bus lane signs, based on existing blue statutory bus lane signs. Initial contact was made with Transport Scotland and the Department for Transport, to seek the necessary approval for these signs.
- 3.39 Transport Scotland and the Department for Transport's initial indications were, that they would not give approval, for the use of a non-standard statutory bus lane sign. Some of the reasons for this decision are given below:
- 3.39.1 The current blue statutory signs are considered fit for purpose.
- 3.39.2 National consistency of the traffic signing system is of primary importance, so as to ensure driver understanding and to maintain road safety standards.
- 3.39.3 Concerns that some bus lanes would have flashing signs, while others would not. This inconsistency could be confusing to drivers who might not know why there is a difference.
- 3.39.4 The belief that some drivers may come to consider the lack of a flashing sign, as indicating a non-enforceable advisory bus lane.
- 3.40 If the ETRO recommended in this report is promoted nearly all of Edinburgh's bus lanes (excluding bus gates, Park and Ride sites and contra-flow bus lanes), would have the same peak periods operational hours and this would remove any confusion amongst drivers.
- 3.41 It is therefore recommended, that any further investigation of this issue, should be postponed, until after the results of the proposed peak periods bus lane trial are known.
- 3.42 The results of the two proposed bus lane trials, future bus lane expansion plans for the city and an update on bus lane camera enforcement will be reported to the Committee in due course.

Measures of success

- 4.1 Adjustment/removal of ineffective bus lanes will improve traffic flow and reduce congestion at these locations, which in turn will improve air quality at these locations.
- 4.2 If the peak periods bus lane trial is successful and the proposals are made permanent, there would be a single operational category for approximately 90% of the city's bus lane network. This would reduce any confusion over when bus lanes were operating, improving compliance and possibly removing the need to investigate additional bus lane signage.

Financial impact

- 5.1 The cost to make the ETROs is estimated to be around £5,000. This will be funded from current bus lane Penalty Charge Notices' revenue.
- 5.2 It is anticipated that signage costs of £130,000, required as a result of these proposals, will be met from 2015-2016 Penalty Charge Notices' revenue.
- 5.3 If either or both the trials are unsuccessful there will be additional costs to change the bus lane signs back.
- 5.4 If there is an objection from a bus operator there will potentially be additional costs for up to two changes of bus lane signs (at the end of the ETRO and following any public hearing).

Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report do not impact on any existing policies of the Council.
- 6.2 There are not expected to be any health and safety, governance or compliance implications, arising from the proposals set out in the report.

Equalities impact

- 7.1 The bus lane trial will affect cyclists, by reducing the amenity provided by bus lanes. SPOKES will be consulted, regarding any proposals to permanently make all-day bus lanes into peak periods bus lanes.

Sustainability impact

- 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.
- 8.3 The proposals in this report will:
- reduce carbon emissions as the adjustment/removal of ineffective bus lanes, will improve traffic flow, reduce congestion and carbon emissions thus making a contribution to better air quality in the city; and
 - help to achieve a sustainable Edinburgh because an improved transport system, based on sustainable alternatives to the car, will reduce congestion and enable everyone to have the best possible access to jobs and essential services.

Consultation and engagement

- 9.1 Edinburgh Bus Service Development & Operations Group (EBSDOG), SPOKES, taxi operators and Police Scotland have been asked for their views regarding allowing PHCs and motorcycles into bus lanes. They were also asked for their views on the need for flashing bus lanes signs.
- 9.2 On 24 April 2014 a presentation on the Bus Lane Network Review was given to the Transport Forum.
- 9.3 The main PHCs operators and motorcycling users' organisations, were given the opportunity to comment and submit evidence supporting the case, for allowing their vehicles to access bus lanes.
- 9.4 As part of the statutory ETRO process, the trials to change all-day bus lanes into peak periods lanes and to allow motorcycles access to with-flow bus lanes will be formally advertised, to allow any interested party to comment or object to the proposals. The relevant Neighbourhood Partnerships, will also be consulted on these proposals.

- 9.5 Ongoing engagement with organisations representing bus lane users, the Transport Forum, Police Scotland and other stakeholders, will continue with regard to bus lane hours and in the identification of ineffective bus lanes.

Background reading/external references

- 1 Transport and Environment Committee (4 June 2013) - Bus Lane Camera Enforcement Expansion and Bus Lane Network Review
http://www.edinburgh.gov.uk/download/meetings/id/39383/item_7_8-bus_lane_camera_enforcement
- 2 Transport, Infrastructure and Environment Committee (13 September 2012) - Bus Lane Camera Enforcement Review
http://www.edinburgh.gov.uk/download/meetings/id/36452/item_no_6_5-bus_lane_camera_enforcement_review
- 3 Assessment of TfL's experimental scheme to allow motorcycles onto with - flow bus lanes on the TLRN (June 2010) - Transport Research Laboratory
<https://www.tfl.gov.uk/cdn/static/cms/documents/motorcycles-in-bus-lanes-full-report.pdf>
- 4 Motorcycles in Bus Lanes – Monitoring of the second TfL Trial Version 1: December 2011, Transport Research Laboratory
<https://www.tfl.gov.uk/cdn/static/cms/documents/motorcycles-in-bus-lanes-full-report.pdf>
- 5 Evaluation of Journey Time and Emissions of PTWs in Bus Lanes, January 2011, Transport for London Motorcycle Policy Unit
<https://www.tfl.gov.uk/cdn/static/cms/documents/pt-emissions-study.pdf>

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Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	

Transport and Environment Committee

10am, Tuesday, 26 August 2014

Post Tram City Centre Review – West End

Item number	7.3
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

The purpose of this report is to report back on a deputation made by the West End Association to the Transport and Environment Committee of 18 March 2014. The report considers options to improve road traffic accessibility to the West End from the south of the city and presents the results of a parking occupancy survey undertaken in the West End area during May 2014.

Links

Coalition pledges	P18 , P47
Council outcomes	CO9 , CO22
Single Outcome Agreement	SO1 , SO4

Post Tram City Centre Review – West End

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 agrees to the proposal to amend the existing Traffic Regulation Order (TRO), to permit all traffic to travel westbound from Hope Street to Queensferry Street, and initiate the statutory process to do so;
 - 1.1.2 agrees to suspend the current Temporary Traffic Regulation Order (TTRO) on Hope Street, which limits westbound access from Hope Street to Queensferry Street to buses only;
 - 1.1.3 notes that at the point the proposed amendment to the TRO is made, that a pedestrian crossing is to be included within the revised signal design and that supporting signage on South Charlotte Street, Charlotte Square and Hope Street will be required;
 - 1.1.4 notes the ongoing monitoring of traffic operations in the broader city centre area in line with the recommendations of the report presented to the Transport and Environment Committee on 18 March 2014, and
 - 1.1.5 notes the results of the parking occupancy and duration surveys conducted within the west end during April and May 2014.
 - 1.1.6 agrees to implement a change in the priority of Young Street from the eastbound to westbound direction as an amendment to the George Street Experimental Traffic Regulation Order (ETRO). This would mean that no access to Young Street would be available from North Charlotte Street.
 - 1.1.7 agrees to investigate the option to introduce a right turn from Queen Street westbound into Queen Street Gardens East.

Background

- 2.1 The report entitled 'Post Tram Construction – Review of Traffic Management and Interfaces', was presented to the Transport and Environment Committee on 18 March 2014. This report was concerned with traffic routing within and across the city centre, following completion of the tram construction works.
- 2.2 In line with the Committee's decision, the enhanced signage package set out in the report, directing road users between the A90 and A700 Lothian Road, has been installed on site.
- 2.3 Tram passenger services commenced on 31 May 2014.

- 2.4 At its meeting of 18 March 2014, the Committee heard a deputation from the West End Association; concerning road vehicle accessibility to and from the West End. A request was made for information relating to parking occupancy levels in the West End.
- 2.5 The decision of the Committee following the deputation was as follows:
- 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; and
 - 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.

Main report

- 3.1 At its meeting on 18 March 2014, the Transport and Environment Committee heard a deputation from the West End Association. The deputation noted concerns regarding road access to the West End, highlighting in particular, private vehicle and taxi access to local businesses from Lothian Road and routes from the south.
- 3.2 As a consequence of the tram construction, the left turn from Lothian Road into Shandwick Place is no longer available.
- 3.3 This restriction was included within the tram junction design, to provide additional capacity at this critical West End junction, which has historically operated at or near capacity, during peak periods.
- 3.4 During the course of the City Centre Tram works, the left turn from North Charlotte Street into St Colme Street was opened under a Temporary Traffic Regulation Order (TTRO), this to maximise accessibility during the period when Shandwick Place and Haymarket junction were not available for use. At the end of the tram works, this TTRO was no longer active, and the banned turn was reintroduced.
- 3.5 This report therefore considers the following:
- Suspending the current TTRO, which limits access westbound on Hope Street to buses only and amending this to permit all traffic use;
 - Opening up the left turn from North Charlotte Street to St Colme Street, which is currently a banned manoeuvre;

- Signalising the junction of Canning Street/Shandwick Place and Stafford Street; and
- An update on parking occupancy and duration levels recorded in the West End during April and May 2014.
- Changing the priority of Young Street from eastbound to westbound, this intervention is associated with observed impacts associated with the George Street Experimental Traffic Regulation Order (ETRO), and would prevent access from North Charlotte Street into Young Street, and in so doing remove through traffic from this narrow street.

3.6 A graphic indicating the options under review is presented in Appendix A.

Option 1: Access to the West End via Hope Street

- 3.7 An option to improve cycle, taxi and private vehicle access, would be to consider opening up the westbound link between Charlotte Square and Hope Street to Queensferry Street for all traffic.
- 3.8 This link is currently controlled under a TTRO, restricting access westbound to buses only, with all traffic permitted to travel eastbound into Charlotte Square.
- 3.9 The junction with Queensferry Street is managed via a traffic signal controlled shuttle lane. This arrangement has limited capacity, due to the single lane configuration.
- 3.10 The system currently accommodates traffic wishing to access routes south and east from the A90 and Melville Street in the eastbound direction and provides for the Lothian Buses Services 36 and 47, as well as less regular coach traffic in the westbound direction.
- 3.11 It is noted that compliance with the bus only restriction is poor and that both taxis and some general traffic routinely use this link.
- 3.12 It should be noted that there is no formal/signalised pedestrian crossing on Hope Street at present.
- 3.13 The option to open up Hope Street westbound to all vehicles has been evaluated, using the Council's Integrated Transport Model Suite.
- 3.14 The assessment included the provision of a signalised pedestrian crossing on Hope Street and maintains the single lane shuttle layout. Geometric constraints in the area, mean that it is not possible to provide a two-lane link between Hope Street and Queensferry Street, without compromising the bus gate at Queensferry Street/Princes Street.

- 3.15 The traffic signal phasing and green time availability at the junction of Princes Street/Shandwick Place and Queensferry Street, which are critical to tram operations in the area, are unchanged as a result of the proposal.
- 3.16 Traffic counts undertaken at the junction of Hope Street with the south side of Charlotte Square between Friday 6 and Thursday 12 December 2013, recorded that 2200 vehicles per day used Hope Street. Of these, 1500 vehicles were heading eastbound and 700 heading westbound.
- 3.17 Of the 700 vehicles travelling westbound, only 90 were buses/coaches, confirming a high level of non-compliance with the current bus-gate arrangement.
- 3.18 The outcome of the modelling assessment indicates that approximately 1200-1600 vehicles per day, could potentially use this westbound link. This equates to approximately 100 vehicles per hour during the am peak and 120 vehicles per hour during the pm peak. This reflects the limited capacity of the arrangement, which is constrained by available green time for the westbound demand.
- 3.19 The modelling results indicate that should the westbound link be opened for general traffic use and signed appropriately, the daily flows between Queensferry Street and Charlotte Square, could increase by 900 vehicles to 1600 vehicles per day, travelling westbound.
- 3.20 The signage supporting the proposal for Hope Street would be limited to 'West End Access' messaging. It would be installed on South Charlotte Street and on the South side of Charlotte Square.
- 3.21 The primary diversion from the south to the A90/West End would remain via the West Approach Road and Haymarket. The Hope Street link would also provide an alternative option to access the West End, for traffic currently egressing George Street.
- 3.22 The modelling assessment indicated queues of the order 5-10 vehicles could typically be expected on Hope Street during the peaks. The estimated queues do not extend into the south side of Charlotte Square during these peak times and as a result would be unlikely to impact negatively upon the development and public realm plans, which are proposed for the Square.
- 3.23 From a network management perspective and at the volumes of traffic anticipated to use this link, the following is concluded:
- The modification to the existing arrangements will have a local impact in terms of additional queuing on Queensferry Street. This could impact upon buses wishing to access the northbound stances on Queensferry Street to the north and south of Alva Street. This is likely to translate in a modest additional delay to those other bus services accessing Queensferry Street, from the bus gate on Princes Street, during peak periods.

- The proposal to introduce a formal pedestrian crossing facility on Hope Street would improve accessibility and safety for shoppers, commuters and visitors to the west end.
- A relatively modest reduction in traffic using the signed strategic routes, via Haymarket, West Maitland Street and Manor Place. This against a background of an improved level of vehicular accessibility to the west end, from routes from Lothian Road and George Street.

Option 2: Left Turn from North Charlotte Street to St Colme Street

- 3.24 During the period of tram construction and to maintain accessibility whilst large sections of the city centre were closed to traffic due to the works, the left turn at the junction of North Charlotte Street with St Colme Street was opened. This was regulated under a TTRO using powers set out in the Tram Acts.
- 3.25 This left turn manoeuvre proved to be desirable during this period, when two-way traffic flows between Randolph Crescent and North Charlotte Street increased from around 13,500 vehs per day (in 2008), peaking at around 18,000 vehicles per day, at the height of the tram works.
- 3.26 On completion of the tram works and expiry of the tram TTRO, it was incumbent upon the Council to revert back to the prevailing TRO and hence this left turn ban was put back in force in October 2013.
- 3.27 As noted in the report to Committee on 18 March 2014, in the weeks following completion of the tram works, a number of public representations were received requesting that this left turn be reinstated. It should be noted that the volume of correspondence in this regard has since reduced significantly.
- 3.28 Traffic counts undertaken continuously from a data recorder placed on Great Stuart Street between 11 March and 6 April 2014, indicate the following traffic demand through the area:

Table 1: Great Stuart Street Traffic

Average Weekday:	All	Cars/Vans	Medium Goods	Heavy Goods
Eastbound Flow	8838	8730	101	6
Westbound Flow	5635	5530	95	9
Two-way Flow	14473	14260	196	16
	Veh Mix	98.5%	1.4%	0.1%
Average Weekend:	All	Cars	HGV	HGV2
Eastbound Flow	7324	7285	36	3
Westbound Flow	5220	5168	41	10
Two-way Flow	12543	12453	77	13
	Veh Mix	99.3%	0.6%	0.1%

- 3.29 It is reasonable to anticipate that opening up the left turn from North Charlotte Street into St Colme Street, would result in a similar uplift in traffic volume (of the order 4,000 vehicles per day). This was the level experienced during the tram works.
- 3.30 Unlike the West End, which accommodates a wide diversity of businesses and retail outlets, the area between North Charlotte Street and Queensferry Street via St Colme Street, Ainslie Place, Great Stuart Street and Randolph Crescent, is largely residential in nature.
- 3.31 For this reason and on the basis that the previous report to the 18 March 2014 Committee recommended monitoring traffic patterns for a period of twelve months, following commencement of tram passenger service, it is concluded that the status quo be retained with regard to this left turn until that monitoring has been completed.

Option 3: Signalisation of the Junction of Canning Street and Stafford Street

- 3.32 Access to the West End from routes to the south, has been signposted such that access to the area is achieved via the West Approach Road, Haymarket, Atholl Place and Manor Place.
- 3.33 Using these routes, access to William Street, Stafford Street and to the public parking on Melville Street, is available to all road users.
- 3.34 The deputation presented by the West End Association, argued that the signed route is too circuitous and that an alternative would be to provide for a connection via Canning Street and then into Stafford Street.
- 3.35 Given that this junction is on the tram route and in order to maintain safe access, it would be necessary to introduce traffic signals at this location, to manage the conflicting traffic movements across Shandwick Place.
- 3.36 It is estimated that to introduce the requisite tram, pedestrian and road signalling equipment and integrate the junction into the City of Edinburgh Council's Urban Traffic Control System and tram detection communications network, would cost upwards of £250,000.
- 3.37 For this reason, it is concluded first, that the option to signalise the junction still remains and second that the situation should be re-assessed once the previously agreed monitoring period has been completed in May/June 2015.

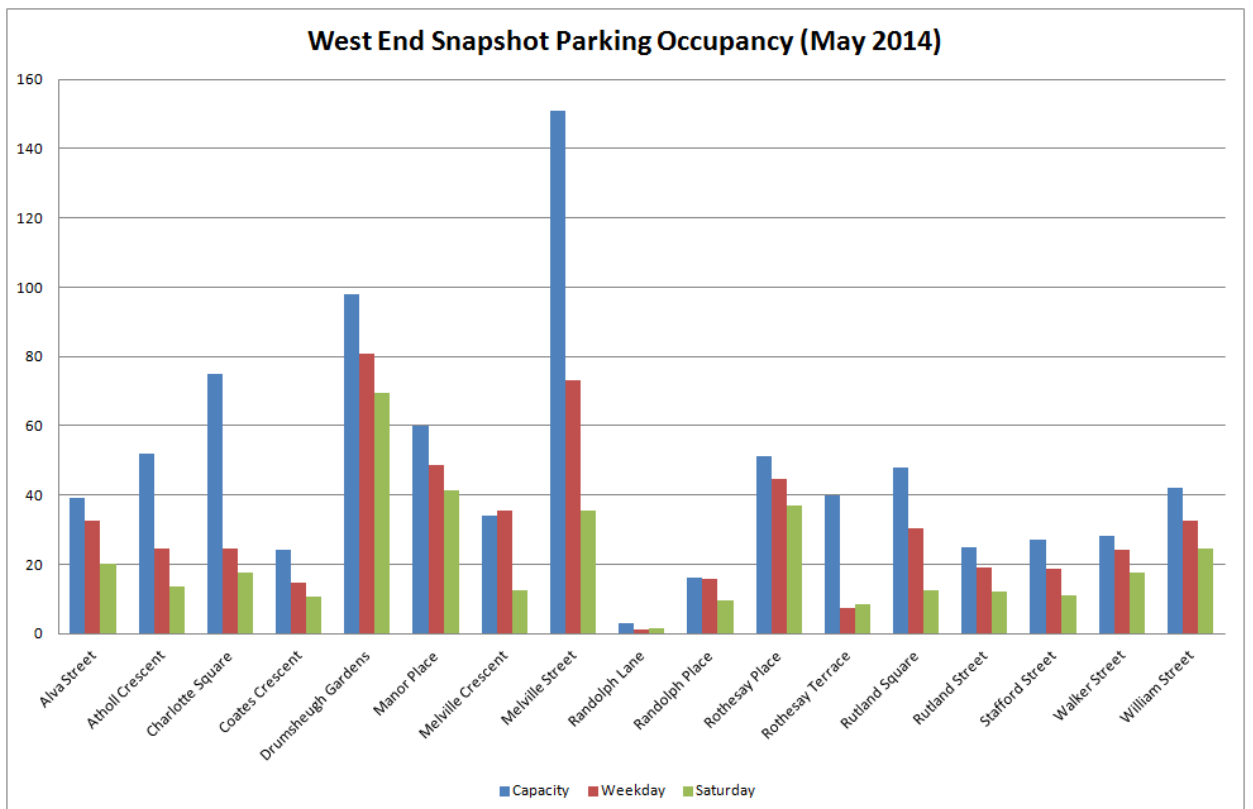
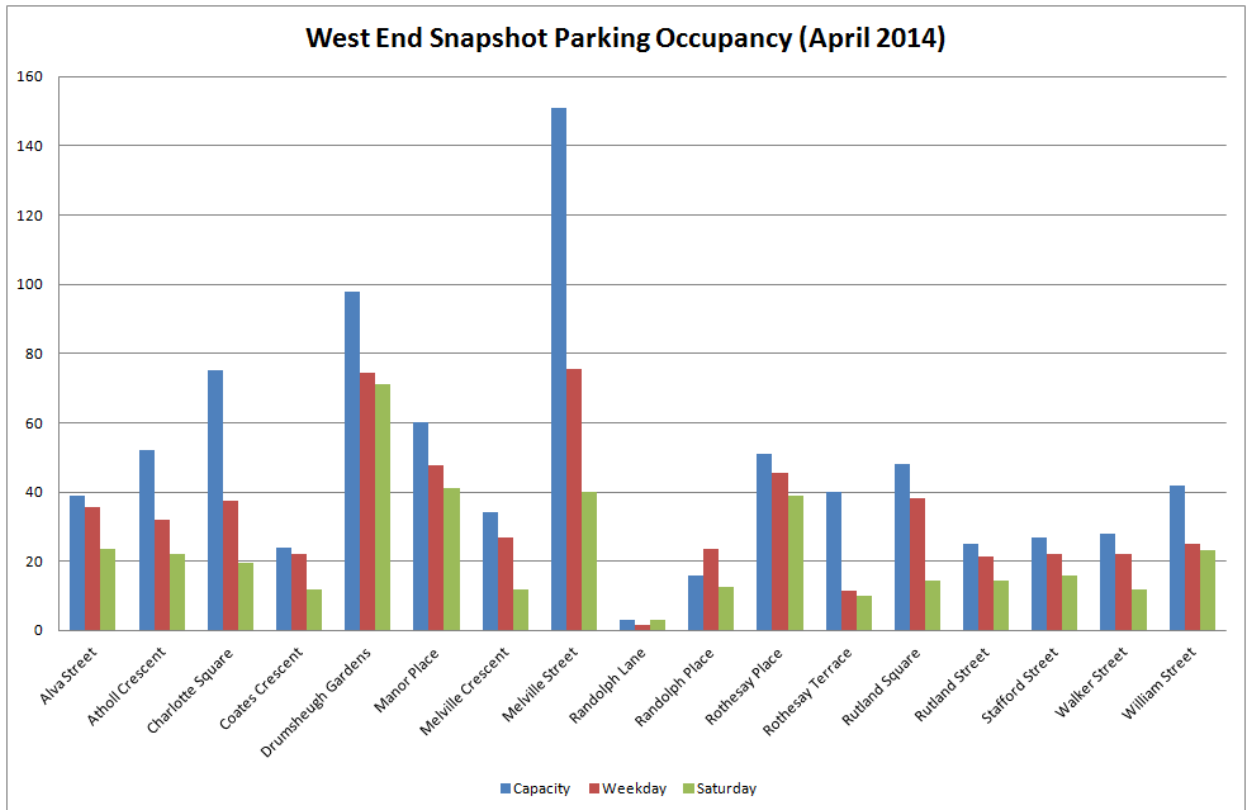
Option 4: Change the priority of Young Street

- 3.38 The Experimental Traffic Regulation Order (ETRO) for George Street came into operation from 16 June 2014. This scheme incorporates sections of George Street becoming one-way (westbound between Frederick Street and Charlotte Square and eastbound between Frederick Street and St Andrew Square).

- 3.39 An observed consequence of the introduction of the ETRO was a perceived marked increase in the volume and vehicle mix in traffic accessing Young Street from North Charlotte Street, this resulting in concerns raised by local stakeholders.
- 3.40 Traffic counts were undertaken on both Young Street and Hill Street during early July 2014, this confirming that during the two-hour morning peak period more than 300 vehicles were accessing Young Street from North Charlotte Street. Of this, some 44% were either vans or heavy goods vehicles, 45% Cars, 7% taxis and 4% coaches.
- 3.41 At the junction with North Castle Street, approximately two-thirds of this demand proceeded eastbound into Hill Street. With the balance turning right and left towards George Street and Queen Street respectively.
- 3.42 The narrow cross section of Young Street (approx 6m) together with the cobbled road surface is not suited for commercial or larger vehicles, particularly on those sections where kerbside parking is permitted.
- 3.43 It is therefore recommended to implement an amendment to the George Street ETRO to change the priority of Young Street from eastbound to westbound and thus preventing access from North Charlotte Street. This would see a proportion of the traffic currently using Young Street diverting to Queen Street, which is a strategic distributor road within the City Centre network, and much more appropriate for accommodating commercial and through-traffic demand.

West End Parking Survey Results

- 3.44 A series of parking occupancy and duration survey were undertaken in the West End, during April and May 2014.
- 3.45 The parking surveys were undertaken, using a combination of parking attendant spot checks, recording numbers of parked vehicles (twice per day) over the course of a single week in each month for estimated occupancy levels, and duration data extracted from pay and display machines.
- 3.46 The results of the surveys are presented in Appendix B and are summarised as follows:



3.47 Within the surveyed area, there are 502 chargeable parking spaces and 311 permit spaces available for use.

3.48 The graphs shown above indicate that on the basis of the snapshot survey, the West End parking occupancy is on average at 65% of capacity on a weekday; and 44% of capacity on a Saturday.

- 3.49 Melville Street in particular would appear to have almost 50% available spaces for use, during the spot checks on a weekday and considerably more spaces available on a Saturday.
- 3.50 The results of the parking duration survey are set out in Table 1 below. These duration figures were derived from pay & display machine data and again present average figures collated by street, during April and May 2014.

Table 1 – Parking Duration Data West End (April & May 2014)

Location	Average Duration (Mins) April	Average Duration (Mins) May
Alva Street	63	64
Althol Crescent	72	65
Charlotte Square	87	77
Drumsheugh Gardens	74	77
Glenfinlas Street	79	77
Manor Place	66	76
Melville Crescent	75	76
Melville Street	74	76
Randolph Lane	71	75
Randolph Crescent	69	75
Rothsay Terrace	83	76
Rutland Square	75	76
Rutland Street	75	76
Stafford Street	70	75
Walker Street	64	75
William Street	71	75

- 3.51 The duration statistics set out above include weekdays and Saturday data only for the chargeable parking spaces. They do not include permit holders, which will generally make use of a single parking over a longer period.
- 3.52 The results of the survey indicate that the average durations between April and May 2014, are reasonably comparable and generally in the range 60 minutes to 80 minutes.
- 3.53 It is acknowledged that the introduction of the tram system into Edinburgh, has led to a reduction in private vehicle accessibility to the businesses and residential areas in the West End, primarily from those routes to the south.
- 3.54 The results of the parking survey indicate that there is spare capacity for private vehicle parking, within the broader west end area.

Conclusions

- 3.55 Four options to improve access to the West End have been assessed. It is concluded that in the short term, the option offering the best compromise of improved access, whilst not leading to additional traffic through largely residential streets, would be to amend the TRO on Hope Street and permit all vehicle access westbound thus improving traffic flow in the West End.
- 3.56 This could include the introduction of a signalised pedestrian crossing on Hope Street.
- 3.57 The change in priority on Young Street from eastbound to westbound access would serve to resolve the inappropriate through-traffic use on this street that has been observed following the introduction of the George Street ETRO.
- 3.58 In addition to the above, it is considered that the monitoring programme to assess the wider traffic patterns across the city centre post tram operations to continue for a period of twelve months and reported to Committee at a future date in line with the recommendations approved by the Transport and Environment Committee at its meeting of 18 March 2014. This would include consideration of the provision of a right-turn from Queen Street into Queen Street Gardens East and other interventions which may emerge during the monitoring period.

Measures of success

- 4.1 A reduction in peak period congestion at key intersections, improved accessibility and journey times between the areas to the south of the city centre, the West End and the A90.

Financial impact

- 5.1 The costs associated with the recommendations associated with this report, would include TRO amendment for Hope Street and any costs associated with making this TRO.
- 5.2 The modification of the existing signal controlled junction of Queensferry Street with Hope Street, to include a pedestrian crossing of Hope Street would cost circa £15,000. This could be accommodated within the Road Safety budget.

Risk, policy, compliance and governance impact

- 6.1 The recommendation for authorisation to promote a TRO amendment will initiate a formal statutory process.

- 6.2 Should objections to the TRO amendment be received, the Council could consider objections received and then proceed to make the order or refer the matter to the Scottish Ministers and a public hearing process.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been prepared and is available as background reference. There are no direct negative equalities or human rights impacts anticipated and the proposals are expected to enhance accessibility to the west end for all.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the Climate Change (Scotland) Act 2009. Relevant Council sustainable development policies and the Local Transport Strategy 2014-2019 have been taken into account and are noted under Background Reading reference.
- 8.2 The proposals outlined in this report will promote a reduction in carbon dioxide and nitrogen oxide emissions by reducing travel time and distance around the city centre. In so doing, it will increase the city's resilience to climate change impacts and promote a sustainable Edinburgh. The reassignment of motorised traffic to appropriate signed routes, will reduce the interaction of these vehicles with pedestrians and cyclists in other parts of the city centre, thus promoting personal wellbeing.

Consultation and engagement

- 9.1 The findings of this report have been referred to consultation with the West End Association, the West End Community Council, the Broughton & New Town Community Council, Lord Moray's Feuars, the City Centre Neighbourhood Partnership, Police Scotland and Transport for Edinburgh. Councillors Hinds, Mowat, Rankin and Doran have also been consulted on the report findings.
- 9.2 The outcome of these separate consultations has been broad support for the recommendations presented within the report.
- 9.3 If the recommendations of the report are approved by the Committee then an amendment to the Traffic Regulation Order for Hope Street will be required. This will initiate a formal statutory process, which includes for an open and fully inclusive formal consultation on the proposals.

Background reading/external references

[City of Edinburgh Council – Local Transport Strategy 2014 - 2019](#)

John Bury

Acting Director of Services for Communities

Contact: Alasdair Sim, Interface Manager

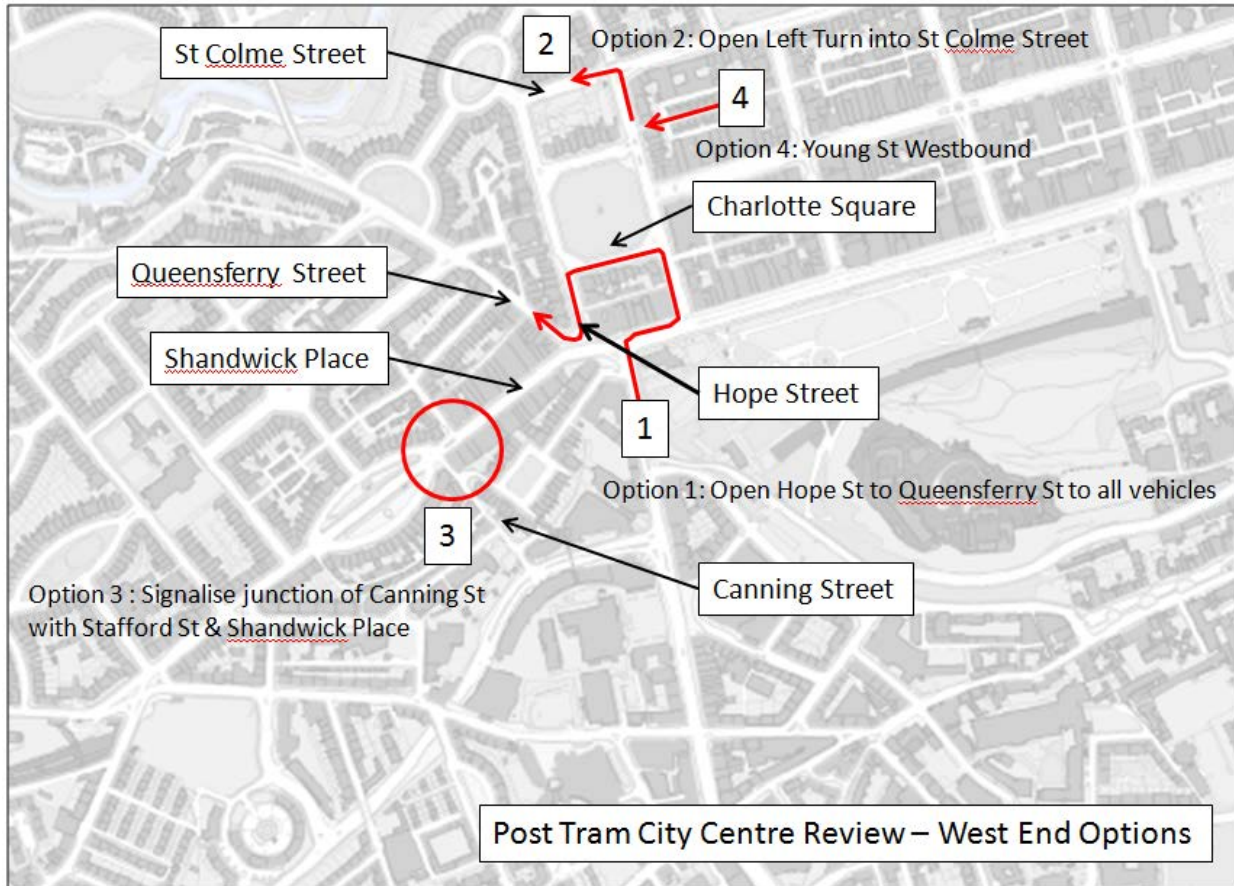
E-mail: Alasdair.sim@edinburgh.gov.uk | Tel: 0131 529 6165

Links

Coalition pledges	P18 – Complete the tram project in accordance with current plans P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs
Council outcomes	CO7 – Edinburgh draws new investment in developing regeneration CO8 – Edinburgh’s economy creates and sustains job opportunities CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all.
Appendices	Appendix A – West End Options Review Appendix B – Parking Survey Results

Appendix A

West End Options Review



Appendix B

Parking Survey Results

Location	Number of Spaces	April 2014 Survey (Vehs Parked)						Weekday	Saturday
		Mon	Tues	Wed	Thurs	Fri	Sat		
Alva Street	39	38	33	33	37	37	24	36	24
Atholl Crescent	52	34	30	38	29	30	22	32	22
Charlotte Square	75	30	60	27	41	30	20	37	20
Coates Crescent	24	20	27	23	25	17	12	22	12
Drumsheugh Gardens	98	85	57	80	71	80	71	74	71
Manor Place	60	54	49	45	52	41	41	48	41
Melville Crescent	34	26	26	34	25	24	12	27	12
Melville Street	151	80	64	82	82	71	40	76	40
Randolph Lane	3	1	3	2	1	1	3	2	3
Randolph Place	16	17	20	52	16	13	13	23	13
Rothsay Place	51	49	45	39	34	62	39	45	39
Rothsay Terrace	40	9	19	13	9	9	10	12	10
Rutland Square	48	36	45	36	39	37	15	38	15
Rutland Street	25	23	27	20	19	18	15	21	15
Stafford Street	27	28	17	25	18	24	16	22	16
Walker Street	28	25	20	22	24	20	12	22	12
William Street	42	28	23	29	25	21	23	25	23

Location	Number of Spaces	May 2014 Survey (Vehs Parked)						Weekday	Saturday
		Mon	Tues	Wed	Thurs	Fri	Sat		
Alva Street	39	31	32	35	35	31	20	33	20
Atholl Crescent	52	25	18	21	29	31	14	25	14
Charlotte Square	75	30	28	25	25	17	18	25	18
Coates Crescent	24	14	14	16	14	15	11	15	11
Drumsheugh Gardens	98	81	84	83	74	83	70	81	70
Manor Place	60	47	44	54	48	52	42	49	42
Melville Crescent	34	56	33	29	34	26	13	35	13
Melville Street	151	69	89	74	76	59	36	73	36
Randolph Lane	3	2	3	1	1	1	2	1	2
Randolph Place	16	16	15	14	17	19	10	16	10
Rothsay Place	51	43	44	44	46	46	37	45	37
Rothsay Terrace	40	11	7	7	7	7	9	8	9
Rutland Square	48	40	26	19	35	34	13	31	13
Rutland Street	25	20	13	31	17	15	12	19	12
Stafford Street	27	19	22	20	17	17	11	19	11
Walker Street	28	24	27	24	26	21	18	24	18
William Street	42	31	32	36	37	30	25	33	25

Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

The Causey Project - Design Stage Contract Approval

Item number 7.4
Report number
Executive/routine
Wards

Executive summary

The Causey Project is a community led initiative to revitalise a local street in the South Side to make it more pedestrian and cycle friendly. This will create a space for local events and activities. The Causey Project is identified as a local area priority project in the Council's Public Realm Strategy 2009.

Working with the Council, the Causey Development Trust community group plan to develop outline designs, established from extensive community consultation, through to detailed design proposals. The Council does not currently have the capacity or, for some aspects, the necessary skills base, to develop this project internally in 2014/15. It is for this reason that appointment of consultancy support, via a competitive tendering process, is being progressed. The Council's Contract Standing Orders require Committee approval for the appointment of consultancy services over £25,000.

Links

Coalition pledges [P31](#) and [P40](#)
Council outcomes [CO7](#), [CO8](#), [CO9](#), [CO19](#) and [CO26](#)
Single Outcome Agreement [SO1](#), [SO2](#) and [SO4](#)

The Causey Project - Design Stage Contract Approval

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the appointment of Ironside Farrar Limited for the provision of design consultancy services for delivery of detailed design proposals for The Causey Project; and
 - 1.1.2 refers the recommendation to Finance and Resources Committee for information.

Background

- 2.1 The Causey Project is centred on West Crosscauseway at the edge of the World Heritage Site on the south side of Edinburgh's city centre. It has an important role linking Edinburgh University Campus and the city centre through to Holyrood Park and the University Halls of residence.
- 2.2 The project emerged from a temporary initiative, the Tropical Island, held over a weekend in 2007 as part of the Six Cities Design Festival. The project is community led through The Causey Development Trust (CDT) and has considerable local support.
- 2.3 Since 2007 the CDT has worked with the local community, raising awareness of how people's wellbeing is greatly influenced by their streets. There is great public appetite for transforming The Causey from a traffic dominated piece of roadscape into a space for people and community events. The transformation has the support of a number of groups including The University of Edinburgh, Buccleuch and Greyfriars Church and Edinburgh World Heritage.
- 2.4 Professionally led ideas workshops have enabled over 80 people to express their aspirations for this public space. Based on these ideas, two outline design options were prepared and a two day public consultation invited local people to choose their preferred design. A technical workshop with the City of Edinburgh Council and stakeholders was held in 2013 to consider the outline design in detail. A preferred option was chosen that could be used as part of the brief to develop a detailed design proposal (Appendix 2). Following this initiative the Council identified The Causey Project as a priority community project in the Public Realm Strategy 2009.

- 2.5 Considerable work has been undertaken by the CDT to bring forward funding to appoint design consultants to develop a final design. The funding for the design consultancy is now available. The design will be completed by March 2015.
- 2.6 Funding for the delivery of the project will be drawn together to work towards implementation of the project in 2015-16. Funding will be sourced from a range of third party grants and awards as well as a proposed funding allocation in the capital maintenance programme for roads and footways improvements in 2014/15, which is due to be reported to the 28 October 2014 T&E Committee.

Main report

- 3.1 Tenders were invited, through an open tender process in June 2014, to provide design services for The Causey Project.
- 3.2 The brief for the tender seeks bids from consultants' design teams, led by a landscape architect and including engineering services, lighting design services, Quantity Surveying and Construction Design Management services.
- 3.3 The design teams are required to take the outline proposals and develop them through the standard Royal Institute of British Architects (RIBA) services to the preparation of tender information.
- 3.4 Details of compliance with the procurement guidelines are enclosed in Appendix 1 of this report.
- 3.5 Tender evaluation/scoring was set out with weightings of 70% quality and 30% price.
- 3.6 Bidders were asked to set out the following aspects of their experience and offer:
 - Architectural Quality of Projects.
 - Experiences and Expertise.
 - Information on Design Team.
 - A programme/references.
 - Realising client aspirations and approach.
- 3.7 This covered the consultancy costs to take the project to detailed design and tender stage.
- 3.8 Through the Public Contracts Scotland open tender process a total of seven bids were received. Bidders were required to respond to three quality questions and provide a price for undertaking the design. The weightings for each question were clearly highlighted.

- 3.9 Evaluation was then undertaken by the Council staff from Planning and the South Neighbourhood Roads Team along with representatives from the CDT. In recognition of the need for high level design input, an evaluation of the tender objectives was undertaken with 70% weighting for quality and 30% weighting for price. This is in line with the standards used by the RIBA and other professional bodies.
- 3.10 Interviews of the five preferred bidders formed part of the quality bid.
- 3.11 The evaluation followed the recognised scoring and evaluation process. It confirmed that Ironside Farrar Limited was the preferred bidder.
- 3.12 The scoring table is detailed below.

Supplier	Weighted Overall Quality Score	Weighted Price Score	Overall Score	Rank
Supplier A	69.23%	30.00%	99.23%	1
Supplier B	62.03%	25.36%	87.39%	2
Supplier C	57.50%	16.98%	74.48%	3
Supplier D	50.48%	22.47%	72.95%	4
Supplier E	49.05%	22.06%	71.11%	5

- 3.13 Once the contract is awarded, the design team will work to a client team comprising Council officers from Planning and the South Neighbourhood office, CDT and Sustran's. It is anticipated that the detailed design will be complete in early 2015.
- 3.14 Discussions will take place with Sustran's to consider how the remaining funding allocation of £95,358, can be used to support the project delivery.

Measures of success

- 4.1 A measure of success will be to have a detailed design in place early in 2015.

Financial impact

- 5.1 Up to £150,000 of funding is in place to cover the appointment of consultants to deliver a detailed design proposal for the Causey. £75,000 funding has been put in place for The Causey Project comprising £18,000 capital funding from the Council (£5,000 from the Local Neighbourhood and £13,000 from the Cycling Capital budget in 2014/15 to develop cycling/walking infrastructure projects) along with £32,000 of Third Party Funding from Edinburgh University and Edinburgh World Heritage Trust, and £25,000 from the Causey Development Trust. A successful bid by the Council to Sustran's Community Link Fund in 2014/15 has provided match funding of up to £75,000.
- 5.2 The cost of the design consultancy awarded to Ironside Farrar Limited is £54,642.
- 5.3 The costs associated with this procurement are estimated to be under £10,000.
- 5.4 Section 5.1 outlines capital expenditure plans of £0.150m for the Causey project, which includes a Council contribution of £0.018k. 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 £0.018m and interest of £0.012m, resulting in a total cost of £0.030m based on a loans fund interest rate of 5.2%. The annual loan charges would be £0.02m.
- 5.5 The loan charges outlined above are provided for within the current long term financial plan.
- 5.6 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

- 6.1 There is no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) assessment has been completed and will be continually reviewed and updated as the project develops. Key equality considerations currently identified include:
- Potential impact of design and construction to local stakeholders; and
 - Ensure access for all users and opportunities for community use from the revised design.
- 7.2 An Equalities Impact Assessment pre-assessment was undertaken for the Council's public realm strategy 2009, which determined a full impact assessment was not required.

Sustainability impact

- 8.1 A Sustainability Impact Worksheet was completed for this project, which concluded that there are unlikely to be significant adverse sustainable impacts arising from its implementation. Positive outcomes will result from the introduction of new sustainable materials, new landscaping and from creating a shared space with access for all and that can be used by the community. Improved access and amenity for cyclists and pedestrians will assist towards the Council's commitments in the Active Travel Action Plan.

Consultation and engagement

- 9.1 Public and community engagement has been central to the development of The Causey Project. Successful public and stakeholder engagement will be essential in setting and achieving the project objectives and gaining support for the scheme. Statutory consultations will also be undertaken on the proposal.

Background reading/external references

City of Edinburgh Council's Contract Standing Order Procedure:

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

The City of Edinburgh Council Public Realm Strategy 2009:

http://www.edinburgh.gov.uk/downloads/download/236/public_realm_strategy

John Bury

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Links

Coalition pledges	P31 - Providing for Edinburgh's economic growth and prosperity. P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO8 - Edinburgh's economy creates and sustains job opportunities. CO9 - Edinburgh residents are able to access job opportunities. CO19 - Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all. SO2 - Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 Summary of Tender Evaluation Process Appendix 2 Location and Proposals Plans

Appendix 1- Summary of Tendering and Tender Evaluation Processes

Contract	The Causey Project – Design Stage
Contract period (including any extensions)	One off requirement
Estimated contract value	£54, 642.00
Standing Orders observed	Yes
Portal used to advertise	Yes
EU Procedure chosen	Open
Invitations to tender issued	21/05/14
Tenders returned	7
Tenders fully compliant	6
Recommended supplier/s	Ironside Farrar Limited
Primary criterion	Most economically advantageous tender to have met the qualitative and technical specification of the client department
Evaluation criteria and weightings and reasons for this approach	70% quality 30% cost
Evaluation Team	Karen Stevenson, Nicola Webster, Derek Roden, Alison Blaimire, Angus Calder



Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

Objections to Proposed Waiting Restrictions West Bow – Traffic Regulation Order TRO/13/29

Item number	7.5
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

A Traffic Regulation Order was advertised in December 2013 to implement waiting restrictions at various locations at the Old Town, for the purpose of introducing communal waste containers. This report advises the Committee of the representations, regarding a site in West Bow, made to the Council during the statutory consultation period and makes recommendations to address objections received.

Links

Coalition pledges	P44
Council outcomes	CO17, C018
Single Outcome Agreement	SO4

Objections to Proposed Waiting Restrictions West Bow – Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Committee sets aside the objection and makes the Traffic Regulation Order TRO/13/29 as advertised with respect to waiting restrictions in the West Bow.

Background

- 2.1 In December 2013, a Traffic Regulation Order (TRO) was advertised to implement waiting restrictions at various locations in the Old Town, for the purpose of introducing communal waste containers. These containers are for the use of residents as part of the modernising waste project, which aims to containerise all waste, to avoid the problems associated with refuse sacks.
- 2.2 The bins are being introduced in line with the Council's guidelines on the siting of communal waste containers. Two 3,200 litre bins are required at this location, to serve residential properties on West Bow and the Grassmarket.
- 2.3 The proposed change to the parking at this location involves the introduction of yellow lines (no waiting 24 hrs) for a length of 5m adjacent to No 101 West Bow, and the extension of the permit bay, (to make up for the loss of permit parking) by 5m northwards outside Nos 93/95 West Bow.
- 2.4 Two objections were received regarding the proposals for West Bow. One was later withdrawn.

Main report

- 3.1 It is considered that the introduction of the parking restrictions and the extension of the permit bay at West Bow, are necessary to improve the street environment, by allowing the placing of communal waste containers on West Bow. This will mean residents no longer having to present plastic refuse sacks on the street on specific days and eliminate the associated problems of sacks being ripped open by animals and birds, which results in food waste and litter being strewn across the street.

- 3.2 To allow the bins to be sited in the Old Town roll out, the two bins in West Bow were located on the yellow line adjacent to Nos 93/95. This was done on a temporary basis until the TRO could be processed to allow the bins to be sited at their permanent location.
- 3.3 The permanent site selected for the two 3,200 bins outside 101 West Bow was considered to be the best location, taking into account the following:
- Walking distance for the residents served by the bins.
 - The preference for bins to be located within parking bays, to reduce visual impact.
 - The constricted width at the south end of the street due to the stone fountain.
 - The one way restriction on West Bow (the vehicle can only collect bins from the nearside).
- 3.4 The assessment of the bin sites took account of planning and transport issues and included a Road User Safety Audit, to ensure there were no safety concerns.
- 3.5 Following the advertisement of the TRO, two objections were received from local businesses. One of these has been withdrawn and is not considered here. The details of the remaining objection is outlined as follows:
- Objection to the sighting of refuse bins in West Bow:*
- Historic nature of the street, streetscape considerations, bins located in front of shop, loss of trade, loss of daylight, overflowing rubbish, loss of yellow line for loading.*
- 3.6 The streetscape considerations were considered in line with the Council's planning guidelines on Waste Containers. The retail nature of West Bow and Victoria Street means that the siting of the bins will be in front of business premises. The proposed site of the two bins is at a location where the buildings are set slightly further back than the rest of the street, thereby minimising daylighting issues. It should be noted that the bins are not to be located directly in front of the objector's premises. Although there will be a reduction of 5m in the length of yellow line, there is a considerable length of yellow line available for loading elsewhere in both West Bow and Victoria Street. This loss is not considered significant. To make up for the loss of residents parking, the permit bay is being extended by 5m northwards.

Measures of success

- 4.1 It is considered that the introduction of the bins will result in a reduction of the number of refuse sacks being ripped open by animals and the resulting litter being strewn across the street; by containerising refuse sacks for collection.

Financial impact

- 5.1 It is anticipated the total cost associated with the Traffic Regulation Order and installing double yellow lines at the location described, will be approximately £500.

Risk, policy, compliance and governance impact

- 6.1 The Traffic Regulation Order will allow household waste to continue to be collected from bins, in compliance with the policy previously agreed by Transport and Environment Committee. Failure to agree the new site will delay the relocation of the bin from its temporary location and could potentially require a return to a sack based collection system, if an alternative location cannot be agreed.

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and there is no infringement of rights or impact on duties under this Act.

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 This Order was advertised for public consultation from 6 December 2013 to 10 January 2014 in line with TRO procedures. Two formal objections from local businesses were received as part of the public consultation, one of which was subsequently withdrawn.
- 9.2 As part of the proposed introduction of on-street bins to the World Heritage Centre, extensive consultation with all interested parties, including local members, took place between October 2010 and January 2011 and the results were presented to the TIE Committee on 29 November 2011. The recommendation of the report was that the black bag method of waste collection be phased out and be replaced with either on-street bins or gull proof sacks.
- 9.3 Ward Councillors have been consulted regarding the content of this report. Councillor Rankin supported the proposal. No other comments were received.

Background reading/external references

Appendix 1 – Location Plan (attached).

John Bury

Acting Director of Services for Communities

Contact: Angus Murdoch, Waste Strategy Officer, Waste and Fleet Services

E-mail: angus.murdoch@edinburgh.gov.uk | Tel: 0131 469 5427

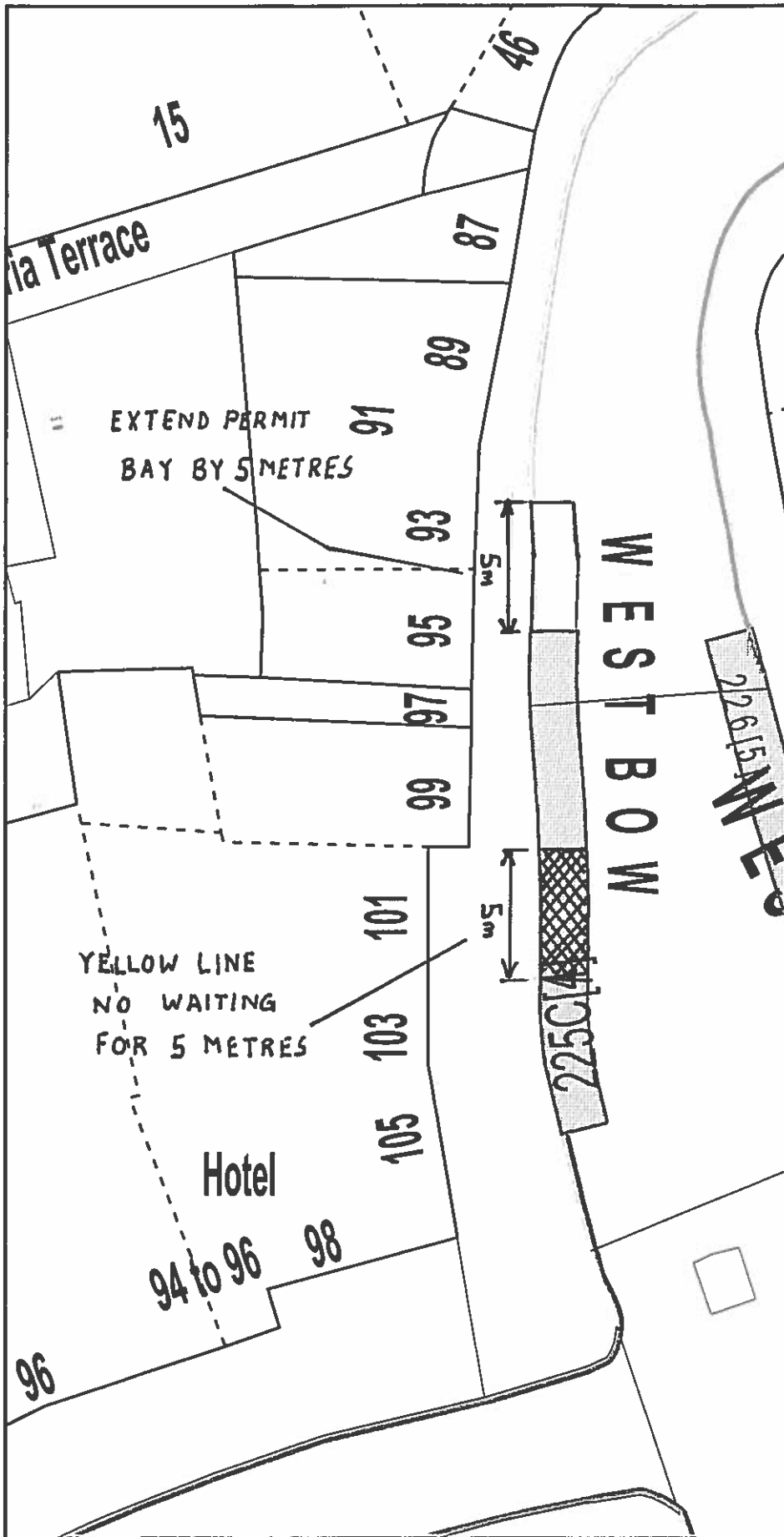
Links

Coalition pledges

Council outcomes CO21: Safe – Resident, visitors and businesses feel the Edinburgh is a safe City.

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

Appendices Appendix 1 – Plan of double yellow line markings



NOTES

Produced using Smallworld GIS

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• EDINBURGH •
 THE CITY OF EDINBURGH COUNCIL
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 1 Cockburn Street, Edinburgh EH1 1ZL
 Tel: 0131 200 2000

Scale: 1:250 N ↗

Date: 23/07/14

Drawn By: **S. SAUNDERS**

Drawing No: **MW/OT/92/009**

APPENDIX I

Transport and Environment Committee

10:00am, Tuesday, 26 August 2014

Objections to Traffic Regulation Order TRO/11/20D – Proposed waiting restrictions on Coltbridge Avenue and Coltbridge Vale

Item number	7.6
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield

Executive summary

The purpose of this report is to acknowledge four objections to the proposed Traffic Regulation Order (TRO11/20D) for double yellow line waiting restrictions in Coltbridge Avenue and Coltbridge Vale as shown in Appendix One. Due to an administrative error these objections were not included in the context of the previous report to Committee on 19 March 2013.

Links

Coalition pledges	P32 , P33
Council outcomes	CO19 , CO21 , CO22
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order TRO/11/20D – Proposed waiting restrictions on Coltbridge Avenue and Coltbridge Vale

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objections against the TRO have been considered.
- 1.2 Sets aside the objections and approves the implementation of the waiting restrictions.

Background

- 2.1 Representation was made in 2008 by elected members and local residents regarding the passage of emergency vehicles, specifically fire vehicles, at the tight junction of Coltbridge Avenue and Coltbridge Vale.
- 2.2 On 04 April 2011, temporary waiting restrictions (double yellow lines) were installed at this junction under the powers of an Emergency TRO, following discussions with the Scottish Fire and Rescue Service. These temporary waiting restrictions expired on 3 October 2012.
- 2.3 Due to ongoing concerns raised during site visits with local residents, plans were drawn up to introduce formal waiting restrictions at the junctions of Coltbridge Terrace/Coltbridge Avenue and Coltbridge Avenue/Coltbridge Vale.
- 2.4 A permanent order TRO/11/20D was advertised for public consultation from 17 February 2012 to 13 March 2012. Nine objections were received during the consultation phase. Four of these objections directly related to proposals at the Coltbridge Avenue with Coltbridge Vale junction.
- 2.5 The report seeking approval for the implementation of the TRO was submitted to the Transport and Environment Committee on 19 March 2013. However, due to an administrative error the report incorrectly suggested that no objections had been raised relating to the Coltbridge Avenue/Coltbridge Vale junction. In fact four objections had been received relating to this junction and, therefore, this element of the TRO could not be implemented.

Main report

- 3.1 Concerns were raised with the West Neighbourhood Roads Team by elected members and residents in 2008 regarding the passage of emergency vehicles, specifically fire vehicles, at the tight junction of Coltbridge Avenue and Coltbridge Vale.

- 3.2 Following the introduction of temporary waiting restrictions, vehicles were no longer allowed to park at this very tight junction. Emergency and general access has been greatly improved since the introduction of temporary waiting restrictions. It is considered that the introduction of a permanent TRO at this junction will formalise parking restrictions and continue to protect appropriate vehicle access.
- 3.3 Following the advertisement of the TRO, four individual objections were received from local residents in relation to the junction of Coltbridge Avenue and Coltbridge Vale. Several objections covered the same points and these have been grouped accordingly.
- *The proposed further double yellow lines will disrupt local parking arrangements, spilling over into adjoining streets and will also result in higher traffic speeds.*
 - *The tight roads layout has effectively restrained traffic speeds without requirement for formal speed mitigation measures.*
- 3.4 The implementation of the TRO would result in the displacement of approximately four parking spaces in to the general area and is unlikely to disrupt local parking arrangements.
- 3.5 The TRO proposals are being progressed in the interest of road safety. It is unlikely that vehicle speeds will increase significantly at this very tight junction. Visibility at the junction will also be improved for drivers and pedestrians.
- *The introduction of waiting restrictions will necessitate traffic wardens patrolling the area.*
- 3.6 The Parking Operations Manager has confirmed that Parking Attendants already patrol in this area. Any resource implications are outweighed by benefits to road safety and vehicular access.
- *Unnecessary expenditure for the Council*
- 3.7 The anticipated cost of making the order and installing the double yellow lines is considered reasonable to ensure emergency and general access is maintained and can be met from within existing budgets.
- *Inconvenience for residents*
- 3.8 The displacement of approximately four parking spaces in the general area is unlikely to disrupt local parking arrangements. The proposed waiting restrictions have been amended and reduced in scope to allow appropriate local parking, following discussions with local residents. It is considered that any inconvenience to residents will be offset by improvements to access and road safety at this very tight location.
- 3.9 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to maintain emergency and general access.

- 3.10 The Scottish Fire and Rescue Service has reconfirmed its support in principle for the introduction of a permanent TRO at this junction.

Measures of success

- 4.1 It is expected that the parking restrictions will improve road safety for all road users and improve traffic flow.

Financial impact

- 5.1 Financial implications include the cost of making the order, installing double yellow lines and signage. This can be met from within the existing West Neighbourhood Roads revenue budget and it is anticipated to be approximately £2,500.

Risk, policy, compliance and governance impact

- 6.1 There are no governance, compliance or regulatory implications that affect the introduction of a permanent TRO at this junction.
- 6.2 The West Neighbourhood Roads Officer identified potential access difficulties for emergency services on Coltbridge Avenue at the junction with Coltbridge Vale if parking was permitted. Following the introduction of the temporary parking restrictions, safe access has been maintained. Removal of the temporary waiting restrictions would result in traffic flow and access being restricted posing a significant health and safety risk to the public.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out indicating that the proposed TRO protects the right to live in a safe environment and supports the implementation of proposed waiting restrictions.

Sustainability impact

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

Consultation and engagement

- 9.1 Statutory consultation in line with TRO procedures has been carried out. Local elected members have been made aware of the omission of the four objections from the original report and no further concerns have been raised.

Background reading / external references

[Objections to Proposed Waiting Restrictions, Coltbridge Terrace – Traffic Regulation Order, Transport & Environment Committee, 19 March 2013](#)

John Bury

Acting Director of Services for Communities

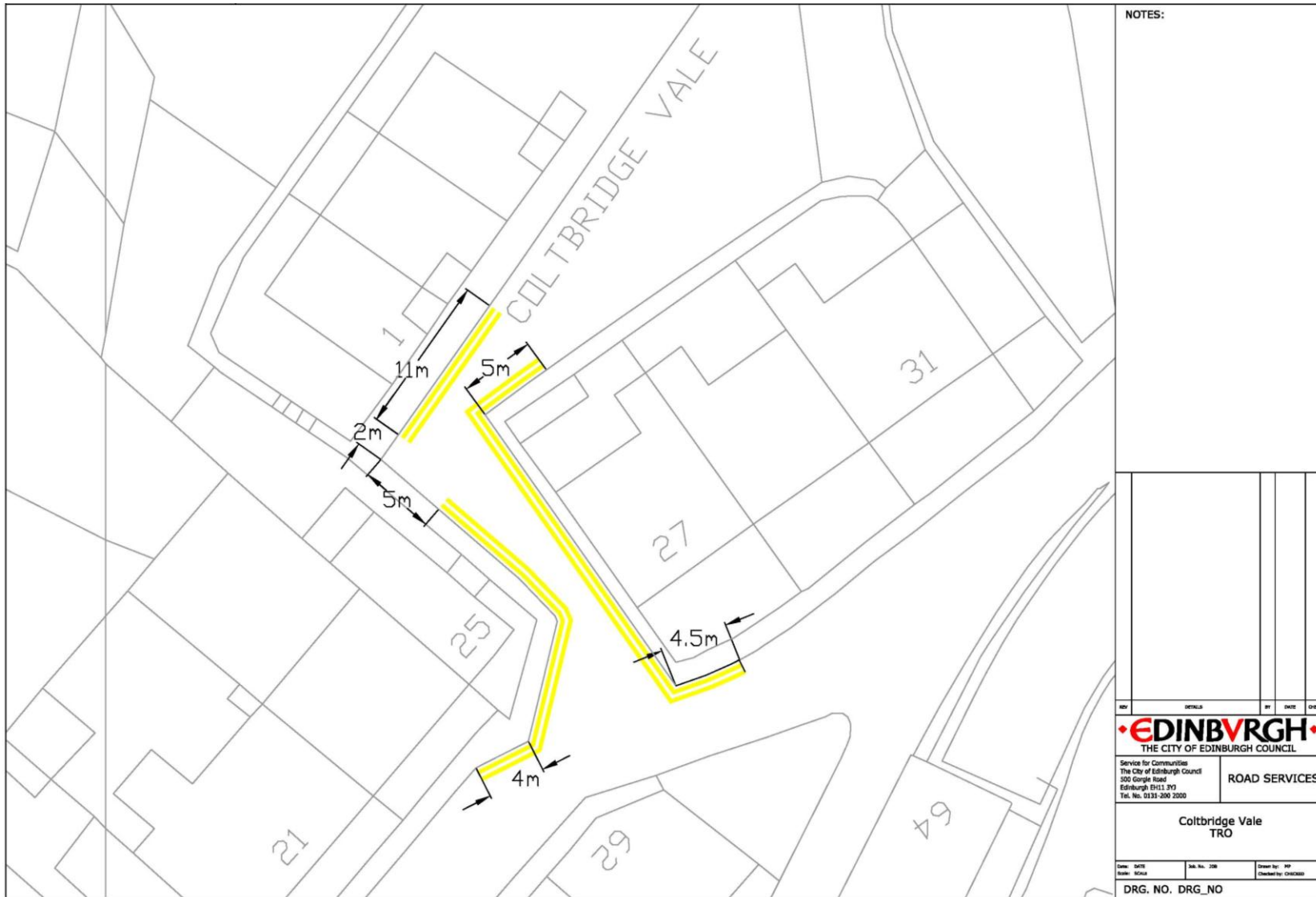
Contact: Henry Coyle, West Neighbourhood Manager

E-mail: henry.coyle@edinburgh.gov.uk | Tel: 0131 469 5198

Links

Coalition pledges	P32 – Develop and strengthen local community links with the police. P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix One – Proposed waiting restrictions at Coltbridge Avenue and Coltbridge Vale

Appendix One: Proposed waiting restrictions at Coltbridge Avenue and Coltbridge Vale



NOTES:

REV	DETAILS	BY	DATE	DESCR

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Service for Communities
The City of Edinburgh Council
550 George Road
Edinburgh EH11 3YJ
Tel. No. 0131 208 2200

ROAD SERVICES

Coltbridge Vale
TRO

Date: DATE	Job No: 208	Drawn by: HP
Scale: 1:100		Checked by: CHC/200

DRG. NO. DRG_NO

Transport and Environment Committee

10:00am, Tuesday, 26 August 2014

Objections to Traffic Regulation Order TRO/12/42B – Proposed waiting restrictions on Kirkliston Road, South Queensferry

Item number	7.7
Report number	
Executive/routine	Executive
Wards	3 – Almond

Executive summary

The purpose of this report is to set out the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Kirkliston Road in South Queensferry.

The report also sets out the objections raised, the subsequent changes and the amended proposal.

Links

Coalition pledges	P32 , P33
Council outcomes	CO19 , CO21 , CO22
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order TRO/12/42B – Proposed waiting restrictions on Kirkliston Road, South Queensferry

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that objections received for this TRO have been fully considered.
- 1.2 Approves the implementation of the amended waiting restrictions, as detailed in Appendix One.

Background

- 2.1 Concerns were raised in 2011 by local Councillors, residents and the Police, regarding road safety along Kirkliston Road, South Queensferry. Some waiting restrictions are currently in place, however these do not fully address the road safety issues.
- 2.2 Further concerns were raised in 2012 by local Councillors, local residents and the Police, regarding the road safety along Kirkliston Road, specifically from The Loan to the south side of Rosebery Avenue. This included the junctions at School Lane, Burgess Road, Rosebery Avenue, Viewforth Place and Loch Road.
- 2.3 On-street parking, immediately adjacent to Queensferry Primary School, reduces visibility at the junctions for both pedestrians and vehicles. Site inspections carried out by the West Local Roads Team with Police Scotland suggest that the installation of additional waiting restrictions at this location would significantly improve road safety for all users.
- 2.4 Following site visits with the Police, plans were drawn up to introduce further formal waiting restrictions on Kirkliston Road. Traffic Regulation Order TRO/12/42B was created to put forward these additional waiting restrictions.

Main report

- 3.1 TRO/12/42B was advertised for public consultation between 7 December 2012 and 4 January 2013 (with a further extension to 18 January 2013). Three objections were received from local residents during the public consultation. The objections related to the section of road between Burgess Road and School Lane and concerned the loss of parking at the front of their homes.
- 3.2 Full consideration has been given to the loss of on-street parking at this location. Following a review of the original proposal, the area covering the proposed waiting restrictions has been reduced. This will allow some parking to remain,

whilst not hindering sightlines or access for pedestrians or vehicles and will maintain improved road safety. These revised restrictions are set out in Appendix One.

- 3.3 Contact has been made with residents who raised the initial objections to outline the revised proposals. Notification has been received that these residents have now withdrawn their original objections. Objections were withdrawn on the understanding that parking would be provided outside number 1 Kirkliston Road.
- 3.4 The revisions to the advertised Order allowed for the objections to be withdrawn and are deemed to be a material change which requires consideration by the Transport and Environment Committee.

Measures of success

- 4.1 The waiting restrictions will improve road safety for all road users and improve traffic flow.

Financial impact

- 5.1 Financial implications include the cost of making the order, installing double yellow lines and signage. This can be met from within the existing West Neighbourhood Roads revenue budget and is anticipated to cost approximately £2,500.00

Risk, policy, compliance and governance impact

- 6.1 There is no governance, compliance or regulatory implications that affect the introduction of the waiting restrictions set out in Appendix One.
- 6.2 The West Neighbourhood Roads Manager, Police Officers and local community representatives have raised concerns about the reduced visibility for both pedestrians and road users which arise when vehicles park immediately adjacent to Queensferry Primary School. This is considered a key health and safety risk to the Council if the recommendations in this report are not approved.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been carried out indicating that the proposed TRO protects the right to live in a safe environment and supports the implementation of proposed waiting restrictions.

Sustainability impact

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

Consultation and engagement

- 9.1 Statutory consultation in line with Traffic Regulation Order procedures has been carried out. Local elected members have been made aware of amendments to the original proposed waiting restrictions and no further concerns have been raised.

Background reading / external references

None.

John Bury

Acting Director of Services for Communities

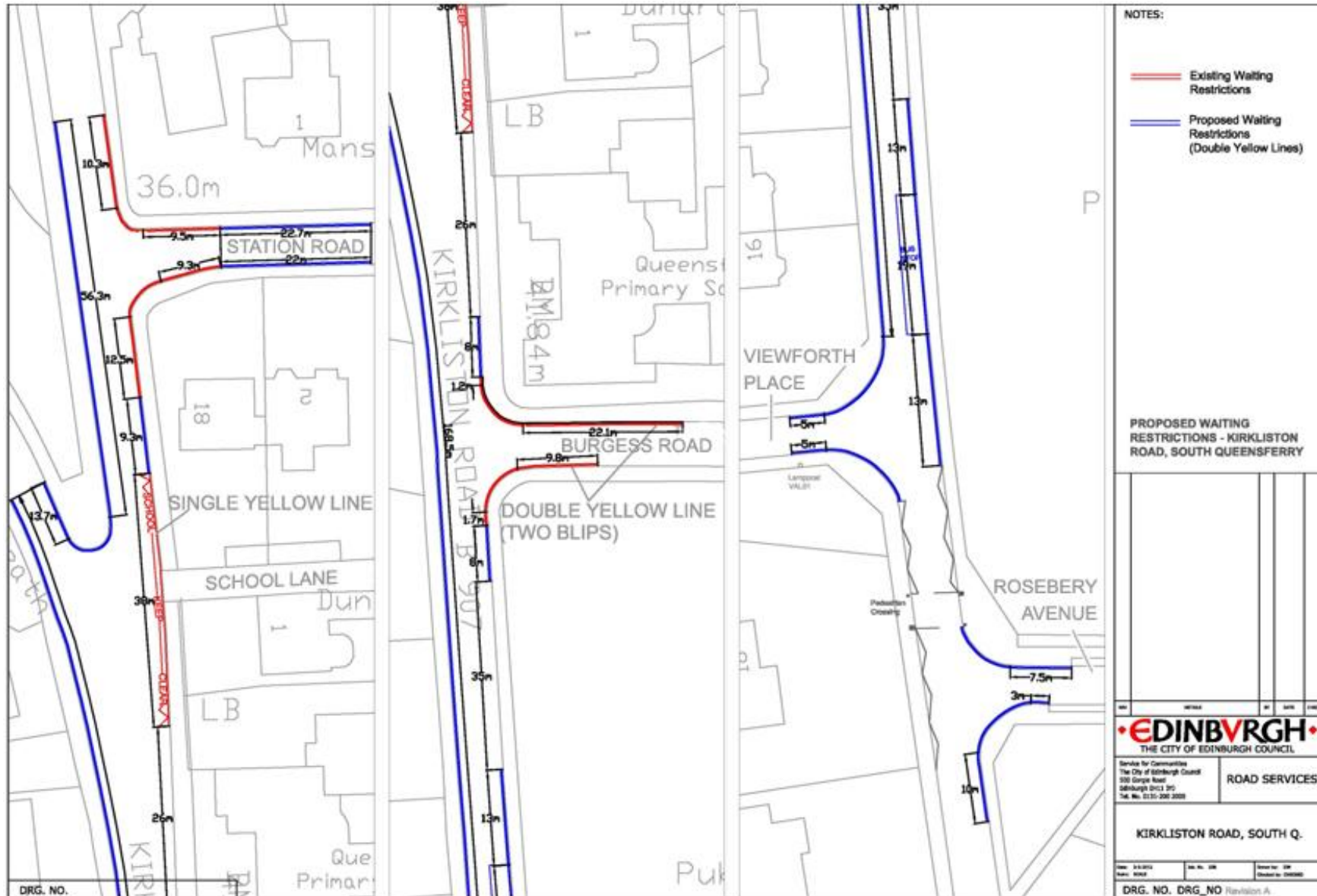
Contact: Henry Coyle, West Neighbourhood Manager

E-mail: henry.coyle@edinburgh.gov.uk | Tel: 0131 469 5198

Links

Coalition pledges	P32 – Develop and strengthen local community links with the police. P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix One - Double yellow line waiting restrictions on Kirkliston Road

Appendix One: Double yellow line waiting restrictions on Kirkliston Road



Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

Establishment of Active Travel Forum for Walking and Cycling

Item number	7.8
Report number	
Executive/routine	
Wards	All

Executive summary

Proposed arrangements would see the establishment of an Integrated Active Travel Forum, a new walking forum and the reconstitution of the existing Cycling Forum.

It is proposed the Active Travel Forum would be chaired by the Convener of the Transport and Environment Committee, with the Walking Forum and Cycling Forum, chaired by Vice Convener of the Committee.

Links

Coalition pledges	P28 , P33 , P44 , P45 , P47 and P50
Council outcomes	CO9 , CO10 , CO19 , CO22 , CO23 , CO24 , CO25 and CO26
Single Outcome Agreement	SO2 and SO4

Establishment of Active Travel Forum for Walking and Cycling

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 agrees to the establishment of the Active Travel Forum, the Walking Forum and the reconstitution of the Cycling Forum;
 - 1.1.2 agrees to the arrangements and membership as outlined, including stakeholders and members of the public; and
 - 1.1.3 agrees to the arrangement of inaugural meetings before the end of this calendar year.

Background

- 2.1 The Council requires the setting up of new Working Groups, to be approved by the relevant Committee.
- 2.2 The Cycling Forum was established in 1999, and has been chaired by the Council's nominated political Cycling Champion and attended by local cycling groups and officers. In addition, the Council has an officer-level Active Travel Steering Group to co-ordinate Council activities. This is also attended by stakeholders such as NHS Lothian and Sustrans Scotland.

Main report

Active Travel Forum

- 3.1 The two-year review of the Active Travel Action Plan (ATAP) identified the scope for greater governance arrangements, to secure its effective implementation.
- 3.2 The Transport Forum has identified the need for enhanced attention to be paid to actions relating to the needs of people travelling in the city on foot and has endorsed the establishment of a Forum in which these issues can be discussed in greater detail.
- 3.3 It is therefore proposed that an Active Travel Forum be established which would have an overview of all elements of the Active Travel Action Plan. Recognising the specific issues associated with both walking and cycling it is proposed that a Walking Forum is established, and that the Cycling Forum is reconstituted in the context of the new active travel arrangements.

Membership and relationships

- 3.4 Following on from Transport Forum meetings, it is proposed that the Active Travel Forum be chaired by the Convener, or in her absence by the Vice Convener of the Transport and Environment Committee. The Cycling and Walking Forums would be chaired by the Vice Convenor.
- 3.5 The membership of the Active Travel Forum is proposed in Appendix 1. Officers will consider applications from the public, with a view to ensuring the balance in terms of representation. Detailed membership will be signed off by the Convener.
- 3.6 The involvement of other stakeholders and Members would be maintained through the Transport Forum and existing channels (such as meetings and consultations).
- 3.7 It is proposed that the Active Travel Forum will meet three times a year. The format would replicate that of the Transport Forum, with a main issue topic per meeting, accompanied by a presentation and workshop discussion. This would be supplemented by other smaller items of business, as time allows, or sub-groups on particular issues.
- 3.8 It is intended that the Active Travel Forum will operate on a consensual basis and that any emerging recommendations will be reported to officers, with regular updates to the Transport Forum, which in turn provides an annual review report to the Transport and Environment Committee.
- 3.9 Officers would be engaged through the ATAP steering group, which would discuss and enact findings from the Forums, as relevant.
- 3.10 The intention is that the Active Travel Forum agrees the remit and membership of the Cycling and Walking Forums.

Measures of success

- 4.1 The objectives of the Active Travel Action Plan are delivered.
- 4.2 Number and types of policies or projects influenced by the Forum.
- 4.3 Satisfaction of Forum members.

Financial impact

- 5.1 Resources to support the operation of the Forum will be provided by the Council, including administration resources from Committee Services and facilitation by Transport.

Risk, policy, compliance and governance impact

- 6.1 These proposals contribute towards the achievement of the Active Travel Action Plan and Local Transport Strategy and related action plans.
- 6.2 Presentation of these proposals to Committee allows their recognition as a Working Group of the Council.

Equalities impact

- 7.1 Membership of the Active Travel Forum will include a standing representative for equalities and human rights, with further representation from specific groups, on a topic-by-topic basis.
- 7.2 The business of the Forum will be guided by policies and projects that will be subject to their own Equalities and Rights Impact Assessments. The Forums will work to scrutinise the application of such requirements, in the business they consider, enhancing the Council's delivery of its Public Sector Equality Duty.

Sustainability impact

- 8.1 Membership of the Active Travel Forum will include a standing representative for environmentally-focussed transport charities, with further representation from specific groups, on a topic-by-topic basis.
- 8.2 The business of the Active Travel Forum will be guided by policies and projects that will be subject to their own Sustainability Assessments. The Forum will work to scrutinise the application of such requirements, in the business they consider, enhancing the Council's delivery of its air quality and climate change responsibilities.

Consultation and engagement

- 9.1 These proposals were developed and discussed at the Transport Forums in January and April 2014 and a sub-group meeting of Transport Forum members in early April 2014.
- 9.2 Meeting papers would be advertised through the Council's main Committee pages, administered by Committee Services.

Background reading/external references

Active Travel Action Plan

John Bury

Acting Director of Services for Communities

Contact: Reggie Tricker, Professional Officer

E-mail: reggie.tricker@edinburgh.gov.uk | Tel: 0131 469 3571

Links

Coalition pledges	<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>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% of the transport budget on provision for cyclists</p> <p>P47 - Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020</p>
Council outcomes	<p>CO9 - Edinburgh residents are able to access job opportunities</p> <p>CO10 - Improved health and reduced inequalities</p> <p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
Single Outcome Agreement	<p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1 - Remit and membership of the Active Travel, Walking and Cycling Forums</p>

Appendix 1 - Remit and membership of the Active Travel Forum

Aim, objectives and remit

The proposed aim of the Forum replicates that of the Transport Forum (below), with a specific focus on active travel,

“To provide a city wide Forum of experts and citizens to consider our future transport needs ... with the aim of providing an effective mechanism to influence the development of the city’s transport strategy and service. It will be a consultative body to review current policy and strategic direction and to contribute to medium to long term planning.”

The Active Travel Forum is proposed to be an advisory body. The remit will be to create dialogue between the Council, stakeholders, interest groups, community groups and members of the public to inform the decision making process for the improved development and maintenance of the walking and cycling environment throughout the city.

Specific objectives of the Active Travel Forum include to:

- Contribute to the development of actions to improve the quality and accessibility of the walking and cycling environment, in particular relating to:
 - the Active Travel Action Plan;
 - the design of new projects (including public realm improvements), in line with the Council’s emerging Street Design Guidance; and
 - maintenance, with reference to the emerging Road Maintenance and Renewals Action Plan.
- Champion the promotion of walking and cycling as transport modes of choice.
- Facilitate the development of existing expertise and good practice in policy development and implementation.
- Help integrate actions and proposals relating to walking, cycling and other modes.
- Facilitate networking to deliver a mutual understanding of the needs of those travelling on foot and by bike, and the relationships to other modes, in the city.

The business of the Active Travel Forum is depicted below.

Meeting	Duration	Subject matter	Linkages
Active Travel Forum - Walking	1 hr	Active Travel Action Plan ('Network Management', 'Network Development', Promotions and Marketing, Monitoring)	<ul style="list-style-type: none"> • Transport Forum • Transport and Environment Committee • Active Travel Steering Group • Transport for Edinburgh Board
Active Travel Forum - Joint	1 hr		
Active Travel Forum - Cycling	1 hr		

Membership

The proposed membership of the Forum covers both stakeholders and users.

Scope of membership	Active Travel Forum - Walking	Active Travel Forum - Cycling
Specific members relating to walking or cycling	<ul style="list-style-type: none"> • Living Streets Scotland • Paths for All • Ramblers • Health Walking Groups • Public walking representatives x 4 • Lobby representative x 1 	<ul style="list-style-type: none"> • Spokes • Festival of Cycling • Cycling Scotland • ScotRail and/or Network Rail • Public cycling representatives x 4 • Lobby representative x 1
Joint walking and cycling members	<ul style="list-style-type: none"> • Convenor of Transport and Environment Committee <ul style="list-style-type: none"> • Sustrans Scotland <ul style="list-style-type: none"> • This is Edinburgh (city-wide marketing) <ul style="list-style-type: none"> • University • Employer • Scottish Canals • NHS Lothian • Edinburgh Leisure • Transport for Edinburgh • Edinburgh Equalities Network • Short-term members x 2 (eg specific events/projects/ local community groups) 	

Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

Cycling – CHAMP Invitation to Belgium

Item number 7.9
Report number
Executive/routine
Wards

Executive summary

The City of Edinburgh Council has received European Union funding from the Cycling Heroes Advancing Sustainable Mobility (CHAMP) project, between 2011-2014. The final project conference for the CHAMP project is to be held in Ghent, Belgium, on 11-12 September 2014. A politician has been invited to attend from each of the seven cities involved in the project. This report seeks approval for attendance by the Convener of the Transport and Environment Committee.

Links

Coalition pledges [P45](#) and [P50](#)
Council outcomes [CO22](#), [CO24](#) and [CO26](#)
Single Outcome Agreement [SO2](#) and [SO4](#)

Cycling – CHAMP Invitation to Belgium

Recommendations

- 1.1 To approve attendance at the CHAMP final conference in Ghent, Belgium, by the Convener of the Transport and Environment Committee.

Background

- 2.1 The City of Edinburgh Council has received European Union funding from the Cycling Heroes Advancing Sustainable Mobility (CHAMP) project, between 2011-2014, to develop solutions to address gaps in its cycling strategy.

Main report

- 3.1 The final project conference for the CHAMP project is to be held in Ghent, Belgium, on 11-12 September 2014.
- 3.2 Politicians from each of the seven leading cities involved in the project (Bolzano, Burgos, Edinburgh, Groningen, Kaunas, Ljubljana, Örebro, and Shkodra) have been invited to attend.
- 3.3 A roundtable discussion will take place, involving politicians from the above cities and the host city, Ghent, which will also host a cycling study visit.
- 3.4 Supplementary presentations will be given on other European cycling projects, including:
 - STARS (which Edinburgh is a participant in);
 - Personalised Travel Planning Cycle;
 - VELOCITTÀ; and
 - CYCLELOGISTICS.

Measures of success

- 4.1 Attendees can gain further insight into how leading cities, such as Groningen which has a 47% cycle modal share, became cycling success stories, the key policy choices and methods to gaining consensus.

- 4.2 Political representation will help raise the profile of Edinburgh's leading position in terms of cycling spend and our ambitious targets for increasing cycling rates.
- 4.3 A template will also be agreed for taking forward learning from the CHAMP project in Edinburgh.
- 4.4 Visible co-operation with EU partners will help build relationships and position Edinburgh favourably, for future funding opportunities.

Financial impact

- 5.1 All costs of attendance will be funded using the already obtained travel and subsistence funds, allocated through the EU CHAMP project.

Risk, policy, compliance and governance impact

- 6.1 This report satisfies the Council's Conference Procedure.

Equalities impact

- 7.1 Attendance will enable reflection on how other cities have met citizens' rights to life, health and a good standard of living through safe and effective cycle planning and integrated design.
- 7.2 The visit will build an awareness of how other European cultures have delivered effective cycle strategies and communication/participation to different audiences in their programmes.
- 7.3 Attendance will foster good relations with cities participating in the conference.

Sustainability impact

- 8.1 Arrangements will be made in accordance with the Council's Sustainable Travel Plan.

Consultation and engagement

- 9.1 There is potential for the Council to publicise its findings from the Conference, eg through blog posts or social media. A City of Edinburgh officer will be present at the Conference, who will be able to provide technical assistance, if necessary.

Background reading/external references

Further information on the CHAMP project is available from the CHAMP website (<http://www.champ-cycling.eu/en/>).

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council outcomes	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
Single Outcome Agreement	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	None

Transport and Environment Committee

10.00am, Tuesday, 26 August 2014

Events in Edinburgh's Parks and Greenspaces

Item number	7.10
Report number	
Executive/routine	Executive
Wards	All

Executive summary

The Transport and Environment Committee of 29 October 2013 acknowledged the success of the Edinburgh Parks Events Manifesto in managing events over the past three years. It approved a review, to include a public consultation exercise, in order to determine whether any changes to the document were required and what, if any, improvements should be made. This report sets out the results of this exercise and makes recommendations based on its findings.

Links

Coalition pledges	P24 P48
Council outcomes	CO20 CO23 CO24
Single Outcome Agreement	None

Events in Edinburgh's Parks and Greenspaces

Recommendations

It is recommended that Committee:

- 1.1 Notes the outcome of the consultation exercise.
- 1.2 Approves the changes to the Events Manifesto as outlined in paragraphs 3.48 – 3.57 of the report.
- 1.3 Asks for a further report identifying the most suitable location(s) to create an events space that can be used for both high impact events and recreational activities; the report to detail possible options and likely costs of installation and maintenance, as well as appropriate surcharges for event organisers using the space.

Background

- 2.1 Edinburgh's festivals and events are key to the city's image at home and abroad and to its capital city status. Edinburgh's Events Strategy states that Edinburgh should build on its current success and continue to grow as one of the world's finest events city. Edinburgh aims to deliver a balanced portfolio of events, including established successful events, newly created or commissioned events, and national or international events, won through bidding processes.
- 2.2 At its meeting of 31 August 2010, Council approved the first Edinburgh Parks Events Manifesto. This has provided a strategic and proactive approach to the planning and management of events within Edinburgh's parks and greenspaces by establishing a decision-making framework and set of guidelines that balances the need to provide open space locations for events with the obligation to ensure that park quality is maintained to the highest possible standard.
- 2.3 The Manifesto has been in operation for four years and has shown that there is value in having an agreed policy basis for determining event numbers, locations and operational practices, not least in ensuring a consistent, justifiable and balanced approach to decision-making.
- 2.4 A review is carried out each year for major events, which provides feedback that can be used to improve subsequent events. Feedback from these reviews has suggested that further improvements were possible and that refinements to the

process could be made to support both the needs of event organisers and park users.

- 2.5 By their very nature, events are planned well in advance to ensure that there is sufficient time to draft management plans and apply for licenses. This also ensures that there is enough time to gain the publicity required to achieve attendance and sales targets.
- 2.6 It should be noted that, in the case of marches and parades which are to be held on “Common Good” land, the organisers are legally required to inform the Council of their event, although they do not require the Council’s permission to hold it.
- 2.7 Following a report submitted to the Transport and Environment Committee on 29 October 2013, approval was given to carry out a public consultation and review of the Manifesto to identify any further improvements to the management of events in Edinburgh’s parks.
- 2.8 A report regarding a review of events governance was approved by the Corporate Policy and Strategy Committee on 25 February 2014. It recommended a number of improvements to the events application and approval process which aim to provide a more streamlined and transparent approach to events governance. The recommendations are to be taken forward by the strategic Events Management Group, on which Parks and Greenspace is represented. The aim is to work closely with other departments represented on the group to ensure that the implementation of both strategies is aligned to provide consistency of approach.

Main report

Analysis of Consultation Responses

- 3.1 A public consultation on the Events Manifesto ran from 21 January to 21 March 2014. Focusing on the central principles of the current Manifesto, the aim was to identify any improvements that could be made to the decision-making and event management framework and to have these approved for considering applications for events from 2015. The consultation received 609 responses. These are summarised in Appendix 1 and can be grouped as follows:
 - 58 Friends of Parks Group members
 - 53 Local Community Group members
 - 38 Community Councils
 - 73 Event organisers
 - 274 Local residents
 - 255 Park users

- 25 Local businesses
 - 25 Sports Club members.
- 3.2 Given the large number of responses, it has been possible to secure a good impression of current public opinion, and to make recommendations on how the Edinburgh Parks Events Manifesto may be improved as a means of balancing the needs of both event operators and park users. These are considered in the order laid out in the consultation document.

Principle 1: Control the number of days of occupation for an event

- 3.3 The current Manifesto specifies the maximum amount of time that events can operate on each of the eight most popular parks for event organisers. For most parks this is for 15 days, with Calton Hill (grassed area) limited to seven days because of its bio-rich grasslands. For the Meadows and Bruntsfield Links and Princes Street Gardens the time is extended to four weeks and eight weeks respectively, to accommodate events using these spaces during the August and Christmas festivals.
- 3.4 The questions asked of consultees were: Do you think this is the correct amount of time for each venue, and if not, why not? Of the 599 responses received:
- 63% said Yes
 - 37% said No
- 3.5 This suggests general satisfaction with the current arrangements. However, of the 224 comments received there were three general areas of concern:
- 88 people specifically referenced The Meadows. Of these, 75 consider four weeks too long, The remaining 13 have concerns including noise, access, the effect on local residents, excessive use of the area by commercial events, rotation of large events, damage to grass, lack of forward planning in terms of protection of the event area, drainage and loss of public space for park users
 - 43 wanting longer use of parks for events.
 - 32 stating that the use of Princes Street Gardens for the Christmas Festival was inappropriate, and that the period of time required to reinstate the affected ground was too long.
- 3.6 It should be noted that the Parks and Greenspace Service aims to have Princes Street Gardens restored to its Landscape Quality standard by 1 May each year. It is difficult to reinstate ground much earlier in the year than this due to seasonal climatic conditions.

Principle 2: Schedule turf rest periods between events

- 3.7 The current Manifesto specifies that there should be a minimum period of two weeks between events occurring on the same space. However, other factors such as weather conditions, scale of infrastructure, length of occupancy, and extent of any required repairs will also be taken into consideration in determining specific requirements. There is also a commitment that the Council will demand reinstatement to a standard that returns an area to its original condition, in the minimal possible timescale.
- 3.8 The questions asked of consultees were: Do you think this is the right approach and are there any alterations/improvements you would like to recommend? Of the 559 responses received:
- 77% said Yes
 - 23% said No
- 3.9 However, within these figures there was strong support for extending the length of time from two weeks. 91 of the 185 comments received felt that two weeks was not sufficient time to allow for ground recovery.
- 3.10 In reality, few events take place in a location that has recently been used by an earlier event, so clarifying this and extending the rest period by two more weeks may be sufficient to address these concerns.

Principle 3: Control the total number of “large” events per year

- 3.11 The current Manifesto sets out the maximum number of large events that it would sanction for each park, defining a large event as one whose footprint exceeds 1000sqm of available open space. Specific limits are: Lauriston Castle Gardens (7), Roseburn Park (5), Leith Links (5), The Meadows and Bruntsfield Links (5), Calton Hill (5), Inverleith Park (4), West Princes Street Gardens (4+ those confined to Ross Theatre), Pilrig Park (2), East Princes Street Gardens (1+ ‘unique, single events’).
- 3.12 The questions asked of consultees were: Do you think these are set at the correct levels? and if not, why not? Of the 521 responses received:
- 64% said Yes
 - 36% said No
- 3.13 This suggests that the majority of respondents feel that the balance between the number of events each park can sustain is about right. However, again there were a significant number of responses concerned about the high number of large events on The Meadows (35), as well as some calls for a lower maximum number of large events in Princes Street Gardens (10), Inverleith Park (7) and Leith Links (8). On the other hand, a number of respondents thought that parks could accommodate more large events over the year (56).

- 3.14 A key consideration in limiting the number of large events in some parks is the impact that they have on sports use, notably football, cricket and rugby. Few of the most popular parks for events have significant space beyond that marked out as winter and summer sports pitches, meaning that pitch bookings very often have to be suspended throughout the duration of the use of the space for a large event, and very often for a period afterwards, whilst the ground recovers. The notable exceptions are Calton Hill, Princes Street Gardens, Lauriston Castle Gardens, and the Meadows, which have large spaces that are not normally marked out for sports.
- 3.15 One measure to help balance the use of a park for sports and events is to encourage large event organisers to consider a wider range of possible event locations. In recent years, Victoria Park and Gypsy Brae have been more regularly used than in earlier times. However, park locations such as Saughton Park and Gardens, Craigmillar Castle Park, Hunters Hall Park, St Margaret's Park, and Hailes Quarry Park could accommodate events without significant impact on sports use.
- 3.16 Consultees were also asked to suggest alternative locations for events. Additional suggestions included: Holyrood Park, Harrison Park, Lochend Park, various New Town gardens, Ingliston Show Ground, Meadowbank, Meggetland, Colinton Mains Park, Ocean Terminal, Murieston Park, Montgomery Street Park, Braidburn Valley Park, Portobello Park, Figgate Park, Regent Road Park, Silverknowes, Inch Park, Sighthill Park, Morningside Park, Spylaw Park, Rosefield Park, Meadowfield Park, Brighton Park, West Pilton Park, St Marks Park, Jewel Park, Gayfield Square Gardens, Hillside Crescent Gardens, King George V Park, and various unused brownfield sites, notably Shrubhill and Fountainbridge.

Principle 4: Define the capacity of each event site and suggest appropriate types of uses for each venue

- 3.17 The current Manifesto identifies a range of ecological, geological, historical, and architectural elements that need to be considered when determining the capacity and layout of events at environmentally sensitive locations. It also recognises that the impact on any regular sporting activity needs to be minimised.
- 3.18 The questions asked of consultees were: Are these considerations still relevant? and is there anything that should be added to these requirements? Of the 488 responses received:
- 91% said Yes
 - 9% said No
- 3.19 The strong positive response reflects a widespread desire to protect habitats and features of special interest, as well as ensure that the impact of events on

sports use is kept to a minimum. However, there were also calls for other special elements to be taken into consideration when determining event applications and managing events – 132 respondents raising concerns about the impact on park access, visual intrusion, the impact on park users pursuing informal recreational activities, and a need to limit the impact of the event on neighbouring residents, notably traffic, parking and noise.

- 3.20 Although these elements are currently considered in the decision-making and event management process, it may be now be appropriate to devise a more formal event impact assessment to guide decisions and event planning.

Principle 5: To set an appropriate limit for private events

- 3.21 A private event is one that is not accessible to the general public, or if it is, requires entry via a charge, membership, or subscription. This can include commercial activities, wedding and other ceremonial functions, and some charity events.
- 3.22 The questions asked of consultees were: Do you think the number of private events should be limited? Could you recommend improvements to this principle? Of the 482 responses received:
- 81% said Yes
 - 19% said No
- 3.23 The majority of respondents were concerned about the number of private events occurring in public parks, but many were also unclear what 'private event' means. To address this, the updated Manifesto can include a clearer definition.
- 3.24 Given that demand for a particular location often exceeds the agreed event maximum, a further measure worth considering is advertising a maximum number of large commercial private event "opportunities" in each of the most popular parks. Essentially, rather than react to private event applications the Council could tender its requirement and select in advance those events that it wishes to host.
- 3.25 This approach could help widen the number of parks that are used for private/commercial events, reducing pressure on the most popular ones.
- 3.26 It would also partly address another oft cited concern; that the charges levied for use of parks for events is too low. A tendering exercise would determine the actual market rate that event organisers would be willing to pay for each location at given times of the year. Similar to the current Christmas Festival arrangements, the Council could also agree a tendered offer for an event beyond the present one year.

- 3.27 It should be noted that a commercial tendering process would require that any wider consultation would have to occur in advance of the proposed procurement exercise rather than on the event(s) subsequently chosen.
- 3.28 The provision of public access to parks is a statutory requirement. Section 11 of the Land Reform Act requires that access exemptions are secured where access rights may be impinged by events or other activities such as those which charge an admission fee. The Council seeks the views of the Edinburgh Access Forum on the need for Section 11 exemptions and will continue to do so. Consideration of the requirement for exemption will also be built into the event application process.

Principle 6: Control vehicle use and access

- 3.29 The current Manifesto demands robust restrictions on vehicle access and movement associated with an event in a public park.

The questions asked of consultees were: Do you think this is the correct approach? Are there any further measures that should be considered to limit damage to the ground? Of the 471 responses received:

- 96% said Yes
- 4% said No

- 3.30 Such a strong 'Yes' response clearly shows that people think it important that the Council moderates event vehicle use and access, both to limit impacts on other park users and potential damage to park surfaces and features.
- 3.31 One regularly cited concern was the inability to enforce agreed restrictions. It may therefore be necessary to make a surcharge on some event organisers to cover the costs of the Council providing additional monitoring and control where significant vehicle numbers are anticipated.

Principles 7 and 8: To impose appropriate management conditions on event activities; contingency plans to be put in place and to form part of lease agreements

- 3.32 The current Manifesto allows for the imposition of legally-binding conditions in order to ensure that event organisers operate in a manner which limits the impact of their event on the park and other park users. It also requires that event organisers produce a contingency plan for bad weather and other circumstances that may increase risk to park users and damage to park infrastructure.
- 3.33 The questions asked of consultees were: Do you think this is the correct approach? If not, why not? Of the 455 responses received
- 92% said Yes

- 8% said No
- 3.34 Again, such a strong 'Yes' response clearly shows that people think it important that the Council continues to set conditions that help limit wider impact.
- 3.35 Furthermore, these matters will continue to be considered by the Council's Events Planning and Operations Group (EPOG), which convenes for all large-scale events.
- 3.36 A number of respondents wanted greater community involvement in the event review process, and the results of the review to be made public. Both requests would be feasible and can be accommodated in the provisions of the updated Parks Events manifesto.

Application and Permission Process

- 3.37 At present, event applications are received and reviewed by parks officers in advance of consultation with Edinburgh Leisure, local stakeholders, Ward councillors, the Deputy Leader, and the Convenor of the Transport and Environment Committee. Further input is given from a range of interested parties as part of the EPOG process.
- 3.38 The final decision on whether to grant permission to hold an event in a public park is delegated to the Director of Services for Communities.
- 3.39 The questions asked of consultees were: Do you think this process is the right approach? How do you think this could be improved? Of the 447 responses received:
- 72% said Yes
 - 28% said No
- 3.40 Although the majority of respondents agreed with the current process, of the 223 comments received, 103 sought more time to allow proper local stakeholder consultation, 46 requested wider consultation and use of the website/social media to publicise consultations and the reasons for the Council decision. 9 respondents believed that decisions (at least for the large events) should be made by Committee, and 5 requested an appeals process.
- 3.41 Given that most event organisers submit applications well in advance of actual operating dates it should be feasible to extend the stakeholder consultation period beyond the present 5 days for small events and 10 days for large events. However, it should be noted that if a commercial tendering process was introduced for large commercial events then wider consultation would have to occur in advance of the proposed procurement exercise rather than on the event(s) subsequently chosen.
- 3.42 Currently, stakeholder consultees are relevant Parks Friends Groups, Ward Councillors and Community Councils. It is possible to add to this list where

deemed appropriate, but these are seen generally as the bodies most representative of community and park user interests.

- 3.43 Committee consideration and appeals may be possible for some events, but the time period required would probably adversely impact on event organisers, which prefer a quick decision-making process.

Robust Events Site

- 3.44 At its meeting of 18 March 2014, the Transport and Environment Committee considered the progress of the current Park and Pitch Drainage Programme. This report included preliminary research into the provision of a surface that could more readily accommodate the demands of regular use for events. Due to relative installation cost and maintenance complexities, the report advised that the best value solution was continued investment in high quality drainage and enhanced reinstatement and maintenance standards.
- 3.45 As part of the Parks Events Manifesto consultation, consultees were asked “If the City of Edinburgh Council could provide a greenspace robust enough to withstand events being sited on it but would also be accessible for all other recreational uses would you be in favour of this?” Of 441 responses received:
- 84% said Yes
 - 16% said No
- 3.46 Clearly there is support for the creation of more robust spaces that can cope with the demands of events and also be useable throughout the rest of the year as a recreational space. Of the 237 respondents who gave their opinion on where such a space could be located; 30 suggested the Meadows, 22 various or non-specific brownfield sites, and 18 Holyrood Park.
- 3.47 Given the added costs of installing and maintaining a high quality events space, it would seem legitimate to add a surcharge for its use by event organisers to cover these costs.

Proposed Changes to Edinburgh Parks Events Manifesto

- 3.48 In light of the responses to the consultation it is recommended that Committee approves the following changes to the Edinburgh Parks Events Manifesto:
- 3.49 Time limits on events
- Retain the principle that East Princes Street Gardens can be used for Winter Festival activities over the November and December period, and that the maximum number of days that an event can operate in other public parks is 15, with the exceptions that:

- a) use of the grassed areas of Calton Hill be limited to seven days given their biodiversity value and the availability of the adjacent hard-standing area, which itself may be used to a maximum of four weeks; and
- b) space in the Meadows is tendered during the August summer festivals for a period **of up to 23 days of performance (plus set up and take down operations)**; recognising the importance of the location to the City's summer festival activities. However, **any applications outwith that timescale will be considered on their individual merits.**
- c) The Council will expect an increased financial return on use of this space, and will invest any additional income secured into the infrastructure, features and facilities of the Meadows and Bruntsfield Links.

3.50 Rest periods between events

Extend the required 'turf rest' period between events to a minimum of four weeks, making exceptions where the level of impact on turf from the former event is minimal and recovery has been to the satisfaction of parks officers. Also, clarify that in some cases the period of recovery is likely to be longer, particularly where the impact requires ground reinstatement operations.

3.51 Limits on the number of large events

Retain the maximum number of events in each park as currently determined, except at Leith Links and Roseburn Park, which should be reduced to a maximum of four large events to reduce the impact on sports use. In order to sustain, or even increase, the number of large events across the city, event organisers should be encouraged to consider alternative venues - thereby spreading the number of large events across a wider range of parks and other open spaces.

3.52 Assessing the impact of events on parks

Develop an event impact assessment process that takes account of the impact of a proposed event on a location's environmental and historical features, sporting and recreation use and neighbourhood amenity. This to be used to help determine the suitability of a preferred location for the proposed event and limit any impact thereafter.

3.53 Reinstating Ground post-event

The Council will work to assess and agree any repairs necessary as a result of damage caused by an event with event organisers on the day they leave site and agree bond allocation for agreed repairs. The Council will also work to ensure any necessary repairs will begin on the same day as the event equipment leaves site, or as near to that date as possible, establishing a contract framework to ensure timely repairs.

3.54 Private events

Clarify what constitutes a 'private event' and annually advertise a limited number of large 'private/commercial event' opportunities in each park within the agreed maximum number of large events which varies for each venue (see 3.11). The most suitable events for the forthcoming year(s) can be selected from the range of submissions, and at a time of year that meets both the Council's and the event organiser's requirements.

Where possible, ensure event organisers retain access routes through their event space, and ensure that Section 11 access exemptions are applied where appropriate.

3.55 Monitoring of vehicle use and access

Consider adding a surcharge to cover the additional costs of monitoring events with significant traffic movements.

3.56 Management Conditions

Continue with the use of management conditions but involve representative community groups and other stakeholders in the post event review to assess whether the conditions were adhered to and effective.

3.57 Application process and stakeholder consultation

Extend the period of stakeholder consultation to allow considered opinion from representative community and park user interests. Up to 10 days for a small/medium scale event, and 21 days for a large event. Exceptions to this process may be required should quicker decisions be necessary for one off events.

3.58 Retain delegated authority for event decisions with the Director of Services for Communities. However, make provision for the Transport and Environment Committee to decide on exceptional events.

Measures of success

- 4.1 Greater satisfaction with the event decision-making and event management processes amongst both event organisers and park users/local residents.

Financial impact

- 5.1 There is no direct financial implication from this report. However, there are likely to be additional costs and income generating opportunities arising from the implementation of some of its recommendations.

Risk, policy, compliance and governance impact

- 6.1 The Parks Events Manifesto is a mechanism that aims to provide a framework to manage the risks associated with hosting events in the Council's parks and greenspaces.
- 6.2 The Parks Events Manifesto is also a mechanism that aims to improve the relevant health and safety, governance, compliance or regulatory implications associated with hosting public events in the Council's parks and greenspaces.

Equalities impact

- 7.1 There is no relationship between matters described in this report and the public sector general equality duty. There is no direct equalities and rights impact arising from this report.

Sustainability impact

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

Consultation and engagement

- 9.1 A public consultation was carried out between 21 January and 21 March 2014. It was widely advertised and took the form of a web based survey (with paper copies available on request). It actively sought the views of Neighbourhood Partnerships, Community Councils, Friends Groups, event operators, sports clubs and other park user groups.

The consultation gave interested parties the opportunity to submit opinion and comments regarding the current Events Manifesto and the opportunity to suggest improvements that could be made to the revised version. Meetings were held on request with community groups wishing further detail. The responses to this consultation totalled 609.

Background reading/external references

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

John Bury

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Links

Coalition pledges	P24 - Maintain and embrace support for our world-famous festivals and events P48 - Use Green Flag and other strategies to preserve our green spaces
Council outcomes	CO20 - Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care
Single Outcome Agreement	
Appendices	Appendix 1: Summary of consultation comments Appendix 2: Revised Edinburgh Parks Events Manifesto

Transport and Environment Committee

10:00am, Tuesday, 26 August 2014

Air Quality Assessment and Review 2014 – Progress Report

Item number	7.11
Report number	
Executive/routine	Executive
Wards	City wide

Executive summary

This report seeks approval for submission of the draft Air Quality Progress Report 2014 to Scottish Government, Scottish Environment Protection Agency (SEPA) and Department for Environment Food and Rural Affairs. The report recommends extending the City Centre Air Quality Management Area (AQMA) existing boundary to include part of the South Bridge / Nicolson Street corridor to the south and at Angle Park Terrace / Slateford Road in the west.

Links

Coalition pledges	51
Council outcomes	Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Single Outcome Agreement	Edinburgh's communities are safer and have improved physical and social fabric.

Air Quality Assessment and Review 2014 – Progress Report

Recommendations

It is recommended that Committee:

- 1.1 notes the content of this report;
- 1.2 approves submission of the draft Air Quality Progress Report 2014 to Scottish Government SEPA and Department for Environment Food and Rural Affairs;
- 1.3 extends the City Centre Air Quality Management Area (AQMA) existing boundary to include part of the South Bridge / Nicolson Street corridor to the south and at Angle Park Terrace / Slateford Road in the west;
- 1.4 notes that the air quality monitoring station in St John's Road complied with the nitrogen dioxide hourly mean value in 2013 for the first time since monitoring began, indicating significant improvements in air quality at this location;
- 1.5 approves the engagement of specialist air quality consultants to complete an updated Air Quality Action Plan and carry out a review of current AQMA boundaries; and

Background

- 2.1 Under the terms of the Environment Act 1995, the UK and Scottish Governments' Local Air Quality Management (LAQM) Frameworks require local authorities to undertake a three-year cyclical review and assessment of air quality within their area.
- 2.2 The first year of the LAQM reporting cycle is an Updating and Screening Assessment which reviews air quality and identifies possible new pollutant sources and was last presented to Committee in November 2012. In years two and three of the cycle, annual Progress reports, which assess any newly identified pollutant sources as well as existing sources, are prepared.
- 2.3 Where monitoring data identifies exceedances of an Air Quality Standard for a particular pollutant, and the subsequent assessment verifies earlier findings, the local authority is required by legislation to declare an Air Quality Management Area (AQMA) and to prepare an Air Quality Action Plan (AQAP).
- 2.4 The Action Plan describes the measures the Council proposes to implement to improve air quality in the affected locations, such that pollutant levels are within the relevant Air Quality Standard (AQS).

2.5 There are five Air Quality Management Areas currently in place in Edinburgh:-

- City Centre;
- St John's Road;
- Great Junction Street;
- Newbridge; and
- Inverleith.

These AQMA's were designated because of elevated concentrations of nitrogen dioxide associated with exhaust emissions from road traffic. The AQMA's extend to 2% of the city area and the boundaries now include areas of compliance due to air quality improvements.

2.6 All LAQM reports are submitted as drafts to the Scottish Government, Scottish Environment Protection Agency (SEPA) and Department for Environment Food and Rural Affairs for review and approval. The approvals process normally takes around three months and any recommendations from the review are acted on accordingly.

2.7 The Environment Act 1995 requires local authorities to work with Central Government towards achieving Air Quality Standards by 2015. The Air Quality Standards of particular relevance to Edinburgh are stated below:

Nitrogen dioxide

Annual mean concentration:	40 $\mu\text{g}/\text{m}^3$
Maximum hourly mean concentration:	200 $\mu\text{g}/\text{m}^3$
Maximum number of exceedances of hourly mean:	18 per year

Particles PM_{10}

Annual mean concentration:	40 $\mu\text{g}/\text{m}^3$
Scottish Government annual mean objective:	18 $\mu\text{g}/\text{m}^3$
24-hour mean	50 $\mu\text{g}/\text{m}^3$
Maximum number of exceedances of 24hr mean:	7 per year

Air Quality Progress Report 2014

- 3.1 Air quality is monitored for a range of pollutants by automatic air quality monitoring stations operating at specific locations across the city. In addition, nitrogen dioxide is monitored city-wide using a network of Passive Diffusion Tube (PDT) samplers.
- 3.2 Air quality monitoring stations measure air pollutants in real-time and data is expressed as concentrations averaged over a one-hour period. PDT samplers are exposed to the ambient atmosphere for one month and then subjected to laboratory analysis. Due to the specific nature of PDT monitoring, the raw monthly concentration data is subject to verification and bias correction at year-end. The procedure is suitable only for determining annual mean concentrations of nitrogen dioxide.
- 3.3 **Nitrogen Dioxide:** Assessment of nitrogen dioxide (NO₂) data, collected during 2013, shows a generally improved picture for air quality in Edinburgh. The annual mean level of NO₂ at St Leonard's monitoring station was 22ug/m³. This is a further 8% improvement on 2012 data and is now the lowest recorded since the station was established in 2004. St Leonard's is described as an urban background location, typifying ambient air quality in the city away from the main arterial traffic routes.
- 3.4 In the majority of urban environments, the principle source of NO₂ is road traffic. As highlighted in the 2013 Progress Report improvements in local air quality in the UK have not materialised as rapidly as earlier projections had suggested. The key reason for this is that vehicle exhaust emissions have not been as clean in service as the EURO bench-tests indicated, allied to higher levels of NO₂ produced by diesel engines, compared to petrol.
- 3.5 **Air Quality Management Areas:** 2013 monitoring data shows a number of sites within the existing Air Quality Management Areas (AQMA) that exceed air quality standards, whilst others are in compliance and work is beginning to see if they can be removed from the AQMA to shrink the boundaries. The 2013 data also confirms locations adjacent to the City Centre AQMA where it will be necessary to extend the existing boundary to include part of the South Bridge / Nicolson Street corridor to the south and at Angle Park Terrace / Slateford Road in the west. The potential for these areas to be included during 2014 was discussed in the 2013 Progress Report however a decision was taken to allow for further monitoring to confirm the position following the opening of Princes Street to traffic and the removal of road works associated with Tram into 2014.
- 3.6 The NO₂ data for South Bridge / Nicolson Street corridor to the south and at Angle Park Terrace / Slateford Road in the west, whilst on a general improving trend consistent with the rest of the city, still has areas of exceedance which have not improved enough to be in compliance with standards. The regulations are clear that in such circumstances an AQMA must be declared, so that

appropriate actions can be taken to improve the air quality in the area. This report seeks authorisation for the legal procedures formalising the extensions to the City Centre AQMA to be taken forward by officers following approval of the Council's draft Progress Report 2014 by Scottish Government. The new boundaries will include areas of compliance so that the areas of concern are within the new boundaries.

- 3.7 Data from the St John's Road AQMA continues to show an improving position. In 2013, the number of exceedances of the hourly mean NO₂ standard fell below the statutory threshold for the first time. Eight exceedances were recorded during 2013 against a permissible maximum threshold of eighteen. Concerted efforts over the last four years to improve the emissions standards of vehicles that regularly use the corridor, especially buses, appear to be effective. If this improving position is maintained it will be possible to consider amending the St John's Road AQMA Legal Orders in 2015, to rescind the hourly mean management requirements.
- 3.8 Data from the Great Junction Street AQMA including the Commercial Street and Bernard Street extension also continues to show a general improving trend, although this is tempered with some locations showing static or slightly worse results. Again, as at St John's Road, efforts by Lothian Buses to deploy cleaner buses in this AQMA appear to be influencing air quality here in a positive direction. Plans for substantial environmental and travel upgrades being taken forward under the Leith Walk Improvement Programme are now at an advanced stage and are expected to be implemented during early 2015. From modelled traffic information, it is likely that changes in traffic management integral to the programme will impact on traffic flows through the Great Junction AQMA.
- 3.9 At Glasgow Road AQMA, a traffic modelling study was commissioned to investigate the feasibility of implementing amendments to the traffic management regime at Newbridge interchange. It is known that there is very heavy queuing on the A8 westbound at peak times especially in the evening and this is likely to be a key factor in the elevated levels of nitrogen dioxide evidenced in this location. The modelling study, which was carried out by consultants CH2M-Hill on the Council's behalf, was completed in April 2014.
- 3.10 The study found that the original 1999 traffic sequence at Newbridge was still in place and accurate. The study went on to detail three main traffic management options for delivering substantial reductions in queuing on the westbound A8 carriageway. These were:
1. simple re-timing of fixed sequence traffic signals;
 2. dynamic and adaptive traffic signal controls - Microprocessor Optimated Vehicle Actuation (MOVA); and
 3. extending the filter / slip lane for west-bound M8 traffic.

A supplement to option 2 was also put forward as option 2a which included road widening of the B7030. A summary of the benefits is as follows in Table 1.

Table 1 Summary of Newbridge Interchange Traffic Management Options

Option		Cost Estimate	CO ₂ Decrease	NO ₂ Decrease	PM ₁₀ Decrease	A8 queue length decrease
1	Optimisation of traffic signal timings	£5,000	38%	43%	26%	81%
2	Installation of MOVA control	£100,000	40%	44%	26%	87%
2a	MOVA+ flare widening on B7030	£130,000	-	-	-	-
3	MOVA + Slip Lane Widening on A8	£850,000	43%	47%	29%	91%

MOVA traffic control software is widely used across the UK, particularly on the trunk road network. In essence the lights react to demand rather than have fixed timings.

Option 1 requiring changes to the existing traffic signalling system on the interchange is relatively inexpensive to implement (£5,000) and could significantly reduce congestion on the westbound artery by up to 80% during peak flows. Option 3 involves significant capital investment (£850,000) so for that reason is discounted in this appraisal.

- 3.11 The Council's Transport service suggests that option 2, at an approximate cost of £100,000, offers the best solution providing flexibility throughout the day to deal with queuing traffic not just at peak times. Altering the current fixed times for the signals will only have a benefit within the two peak hour windows on a 'normal' Tuesday to Thursday period and only addresses the congestion/air quality issues on the A8. Previous experience of modifying fixed time signals have found this can be a difficult task due to the large fluctuations in traffic flow and variations in the peak time windows. The consultant's report states the congestion improvement can be achieved without deleterious impacts on other arterial routes, especially the M8 and M9 trunk roads. The only significant dis-benefits are experienced by the B7030 during the afternoon peak period, the further flare widening to the B7030 approach in parallel with option 2 was considered as option 2a without assessing pollution benefits. This action would be beneficial to user of that junction, but not A8 air quality, and comes at an additional approximate cost of £30,000. The time and money spent on altering the timings as per option 1 would be better spent in updating the existing infrastructure to make it more reliable, energy efficient and conspicuous. Therefore, if funding can be found from external sources such as Transport Scotland or the Scottish Government Air Quality Fund, option 2 at an approximate cost of £100,000 is the solution of choice.
- 3.12 In 2013 NO₂ air quality across the city was generally improving. After approval of the proposed AQMA extensions there are currently no areas of the city subject to a Detailed Assessment for NO₂. No further AQMA declarations for NO₂ are anticipated in the next annual air quality report.

- 3.13 **Particles PM₁₀ Detailed Assessment:** The Local Authority is currently undertaking a Detailed Assessment with regards to PM₁₀ city wide, which will be reported separately in 2014. In 2013, all monitoring stations complied with the EU annual mean concentration for PM₁₀ of 40ug/m³. Salamander Street AQMS did not meet the tighter Scottish Government PM₁₀ annual objective of 18ug/m³. Currently modelling work is being undertaken by air quality consultants in order to define an AQMA boundary to deal with industrial, transport related and other particulate matter sources near the Salamander Street monitoring location.
- 3.14 **ECOSTARS:** The EU funded project completed in June 2014. Scottish Government Air Quality Grant funding of £12,000, however, will enable the initiative to continue to April 2015. The City of Edinburgh Council has been an exemplar in this area of work as a founding member and ECOSTARS has now expanded to include seven local authorities in Scotland.
- 3.15 **Plugged in Places:** The 'Plugged in Places' funding scheme for 2013/14 has enabled the Edinburgh Community Planning Partnership to procure Combi-Rapid Chargers for three Park and Ride sites at Ingliston, Hermiston and Straiton. There are electric vehicle charging points at 20 Council premises, offering 40 charging heads for use by the Council and NHS vehicles. Currently there is no public access to charging heads located on Council premises such as depots.
- 3.16 **Bus operations.** Figures for May 2014 show that Lothian Buses has expanded its network and as a result its on road fleet. As temporary measure 22 Euro 3's, which have poorer emission standards, have been put on the road, until new buses are delivered in the autumn, to cover this expansion. However, Lothian Buses' has been awarded £1M Scottish Government Green Bus Fund money to buy 20 more single deck hybrid buses, bringing its hybrid fleet to 65 in total. In addition Lothian Buses will self-fund the purchase of 25 double deck low emission Euro 6 vehicles and convert 25 Euro 4 vehicles to Euro 5 standard. Lothian Buses open top tour business has also been increased in frequency earlier in the season and as a result six more Euro 2 buses are in use in May compared to the same time last year (these buses would normally have entered service in June). Forty six percent of the Lothian Bus fleet is Euro 5 or better. Evaluation of exhaust retrofit options continue to progress and dialogue will continue with this regard. First Scotland (East) continue to improve the emission of their fleet serving Edinburgh with 22 fewer Euro 3 buses and a near doubling of Euro 5 engine buses to 18% of its fleet. In addition Stagecoach Fife continues to improve its fleet with 26% now Euro 5.
- 3.17 When an AQMA is declared or extended regulations require that a report called a "further assessment" is submitted to Scottish Government. This details traffic and pollution in the area to confirm whether or not the decision to create an AQMA was the correct one. A report on the 2013 AQMA extensions measured the numbers of each type of vehicle on the road, e.g. cars, buses, LGV's and HGV's. The data was collated and an NO₂ emission allocated for each vehicle

category calculated on the basis of its EURO engine rating. The amount of NO₂ emissions from each vehicle class was then evaluated to see how much pollution each was contributing. This was done at various locations in AQMA's across the city and the findings are tabulated in Appendix A.

- 3.18 The table in Appendix A shows that 3% of the vehicles on Gorgie Road during the study period in 2013 were buses, but they contributed a disproportionately large 34% of the NO₂ emissions whilst HGV's made up 3% of traffic and contributed 23% of emissions. The dominant vehicle class are cars in Gorgie Road with 80% of the vehicle count and contributing just under a third of emissions. Indeed cars are the dominant class by traffic volume in all areas measured. In London Road it was found that 8% of the traffic was due to buses which contributed 57% of the NO₂ emissions whilst on Inverleith Row 5% of vehicles were buses contributing 44% of the NO₂ emissions in the area. It is clear that an improvement in the Euro standard of buses from NO₂ polluting Euro 3 to all Euro 5 or better would have a significant effect on air quality in most of the AQMA's.

Air quality Action Plan Update and Potential Revocation of AQMA's

- 3.19 The current policy of reviewing and assessing air quality across the city with the largest network of automatic and manual monitors in Scotland has resulted in declaration and extension of five AQMA's. This seeks to tackle each area of concern as it arises. The approach allows resources, in conjunction with the city wide Air Quality Action Plan, to be targeted. Some 2% of the city area has active AQMA's and these include significant areas of compliance.
- 3.20 With recent improvements in air quality, there are now a number of streets and areas in the city that are in AQMA's which now comply with annual mean for nitrogen dioxide. These areas include top of Leith Walk, Easter Road, Queen Street, large parts of Great Junction Street Commercial Street and St John's Road. Air quality specialist consultants will be engaged to complete the Air Quality Action Plan and review the areas of compliance in AQMA's to begin the process, if appropriate, of revoking or reducing the boundaries of the current AQMA's. For example, only the Clermiston Road junction part of St John's Road is in exceedance so the AQMA could potentially be reduced by around 70%. City wide maps of nitrogen dioxide levels for 2013 are shown in Appendix B. Further reports will be presented to Committee following this analysis.

Great Stuart Street

- 3.21 A report Heavy Goods Vehicle (HGV) Bans and Monitoring of Air Quality in Great Stuart Street was presented to Committee on 4 June 2013. Special monitoring for NO₂, which was out with the Council local air quality monitoring programme found the area to be in compliance with the NO₂ annual mean concentration of 40ug/m³. As a result monitoring in the area was reduced in 2013. Data from the remaining passive diffusion tubes (pdt's) continues to show

a falling trend in Table 2 below. Monitoring of this location will continue to allow a better understanding of this drop.

Table 2: Annual mean nitrogen dioxide concentrations ($\mu\text{g}/\text{m}^3$) in Great Stuart Street monitored using passive diffusion tubes.

Site Location	Year			
	2010	2011	2012	2013
Great Stuart Street				
No 7 (corrected to façade)	36	33	31	30
No 9 at façade		28	25	24
No 14 at facade		29	27	26

Low Emission Strategy/Low Emission Zones

- 3.22 The Scottish Government has begun a series of stakeholder's events to discuss the basis for a consultation on a Low Emission Strategy. It is anticipated that the consultation will be issued towards the end of 2014. It seems prudent for the Council to await the outcome of that consultation before making any decision on the way forward since any centrally implemented proposal may attract government funding and will allow the City of Edinburgh Council to understand the impact of the national strategy.

January 2015: Date for UK compliance with EU nitrogen dioxide standard

- 3.23 We are approaching the required date for UK compliance with EU directive on air quality, particularly nitrogen dioxide. On 25 June 2012 the EU issued a Commission Decision on the notification by the United Kingdom of Great Britain and Northern Ireland of a postponement of the deadline for attaining the limit values for NO_2 in 24 air quality zones. One such zone is the Edinburgh Urban area.
- 3.24 Conformity with the limit values for NO_2 should have been achieved by 1 January 2010. However, Article 22(1) of Directive 2008/50/EC provides that the deadline to comply with the limit values for NO_2 may on application be postponed by a maximum of five years. In its decision the EU stated that "As regards Edinburgh Urban Area Zone, the United Kingdom authorities have provided data on projected NO_2 concentration levels in 2015 that seem reasonable and realistic. No additional measures are planned as compared to the original air quality plan in this zone but as effective measures have already been taken and will continue to apply and considering the decreasing trend and the compliance gap in this zone, the Commission finds that it is likely that compliance with the annual NO_2 limit value can be achieved by 1 January 2015 in Edinburgh Urban Area zone. As regards Edinburgh Urban Area zone no objections should be raised to the postponement of the deadline for attaining the annual limit value for NO_2 in Edinburgh Urban Area zone until 1 January 2015."
- 3.25 This EU decision did not accept that all areas the UK put forward should be allowed an extension from 1 January 2010 to 1 January 2015. As a result the EU has begun proceedings against the UK for failure to comply with a directive.

Having been given a compliance extension by the EU the Edinburgh Urban Area was not an area that contributed to the UK's failure to comply which caused the EU to act. Therefore it would be reasonable to conclude that should the UK Government be found guilty that they or the devolved Scottish Government should not seek redress from City of Edinburgh Council.

- 3.26 UK Defra has written to local authorities in England which failed to comply with nitrogen dioxide limit values requirements by 1 January 2010 reminding them that Part 2 of the Localism Act allows discretionary powers to require local authorities to pay all or part of infraction fines. In Scotland the position on infraction fines is unclear. The European Commission has allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area with the nitrogen dioxide limit value requirements of the EU Air Quality Directive.

Measures of success

- 4.1 A general improvement in air quality in Edinburgh with eventual revocation of AQMA's associated with nitrogen dioxide.

Financial impact

- 5.1 The cost of consultants and extension of the ECOSTARS project for a further year can be contained within current budgets. As outlined in 3.11 contributions for improvements around Newbridge roundabout traffic signalling will be sought from Transport Scotland and Scottish Government Air Quality Fund.

Risk, policy, compliance and governance impact

- 6.1 The European Commission has formally launched infraction proceeding against the UK Government for breach of nitrogen dioxide limit values under the EU Air Quality Directive. UK Defra has written to local authorities in England which failed to comply with nitrogen dioxide limit values requirements by 1 January 2010 reminding them that Part 2 of the Localism Act allows discretionary powers to require local authorities to pay all or part of infraction fines. In Scotland the position on infraction fines is unclear. The European Commission has allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area with the nitrogen dioxide limit value requirements of the EU Air Quality Directive.

Equalities impact

- 7.1 This report is a statement of facts regarding ambient air quality in Edinburgh and does not propose changes to current policies or procedures. As such a full

equalities impact is not required. The contents have no relevance to the Public Sector Equality Duty of the Equality Act 2010.

Sustainability impact

- 8.1 The content of this report is a statement of facts and does not in itself promote any environmental impact. The draft background '2013 Air Quality Progress report for City of Edinburgh Council' provides an evaluation and assessment of ambient air quality monitoring data gathered by the Council during 2012.

Consultation and engagement

- 9.1 Consultation with the Scottish Government, Scottish Environment Protection Agency and Department for Environment Food and Rural Affairs following submission of the draft '2014 Air Quality Progress Report for City of Edinburgh Council'.
- 9.2 Following approval, the Council will publish the '2014 Air Quality Progress Report for City of Edinburgh Council' on its website.

Background reading/external references

EU Decision on Notification by the United Kingdom of Great Britain and Northern Ireland of a postponement of the deadline for attaining the limit values for NO₂ in 24 air quality zones

http://ec.europa.eu/environment/air/quality/legislation/pdf/uk2_no2_en.pdf

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Links

Coalition pledges	51
Council outcomes	Maintain and enhance the quality of life in Edinburgh
Single Outcome Agreement	Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health. Edinburgh's communities are safer and have improved physical and social fabric
Appendices	A) Source apportionment of nitrogen dioxide B) Maps of nitrogen dioxide levels across the city C) 2014 Air Quality Progress Report for City of Edinburgh Council

Appendix A

Apportionment of local vehicle sources of nitrogen dioxide emissions from different vehicle classes calculated on the basis of their EURO engine rating from locations in AQMA's across the city.

Receptor	Buses		Cars		HGV's		LGV's	
	Traffic Vol.	NO ₂ Contrib.	Traffic Vol.	NO ₂ Contrib.	Traffic Vol.	NO ₂ Contrib.	Traffic Vol.	NO ₂ Contrib.
Cowgate	<1%	5%	85%	49%	3%	30%	12%	16%
Easter Road	3%	30%	83%	37%	2%	20%	12%	13%
Gorgie Road	4%	35%	80%	30%	3%	23%	13%	12%
Grassmarket	1%	13%	84%	47%	3%	27%	12%	13%
London Road	8%	56%	80%	25%	2%	10%	10%	8%
Bernard Street	2%	17%	82%	35%	5%	38%	11%	10%
Glasgow Road	1%	17%	86%	40%	4%	33%	9%	10%
Ferry Road	3%	29%	85%	37%	2%	21%	12%	13%
Inverleith Row	5%	44%	83%	33%	2%	13%	11%	10%

Key:

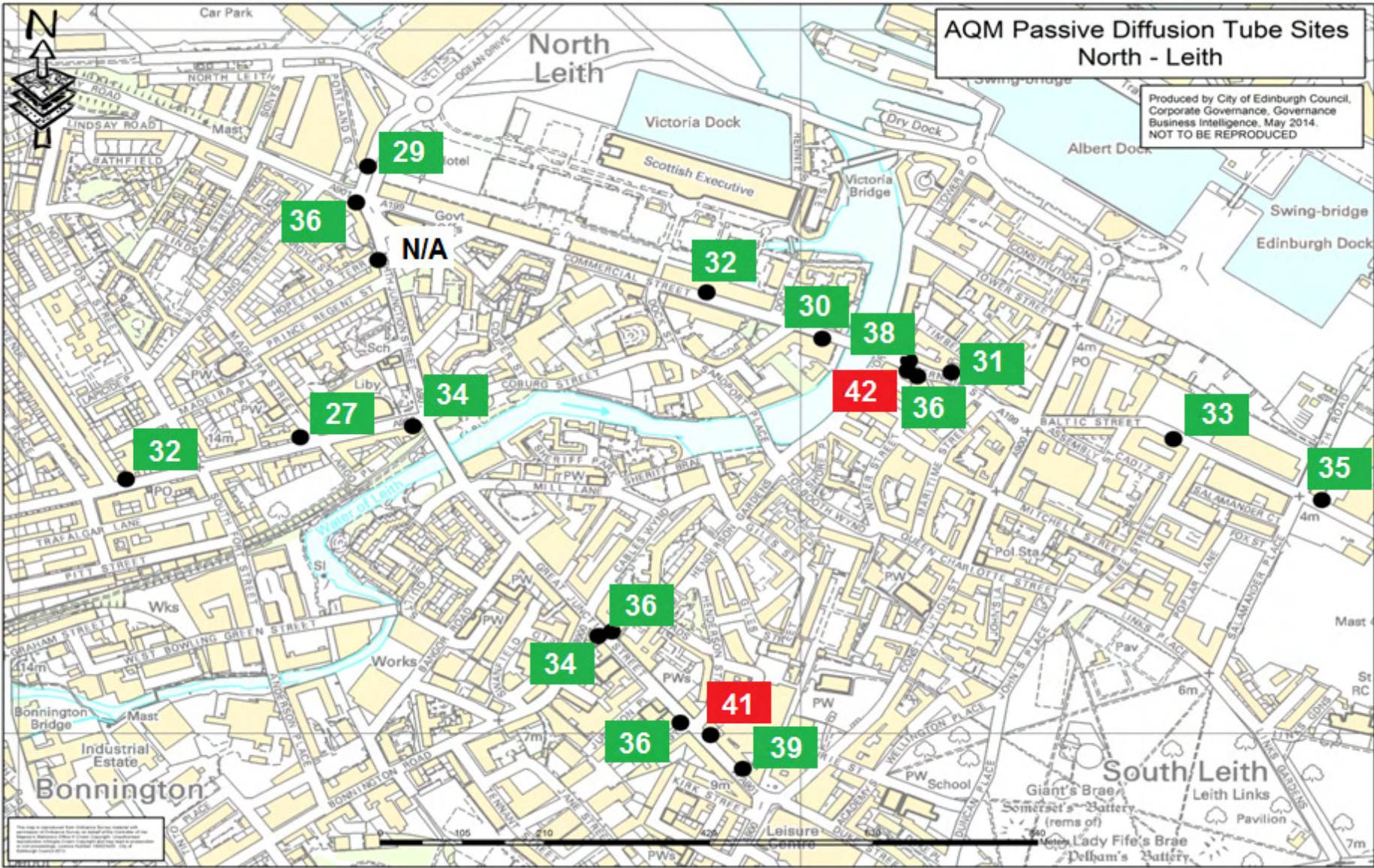
Vol. = Volume

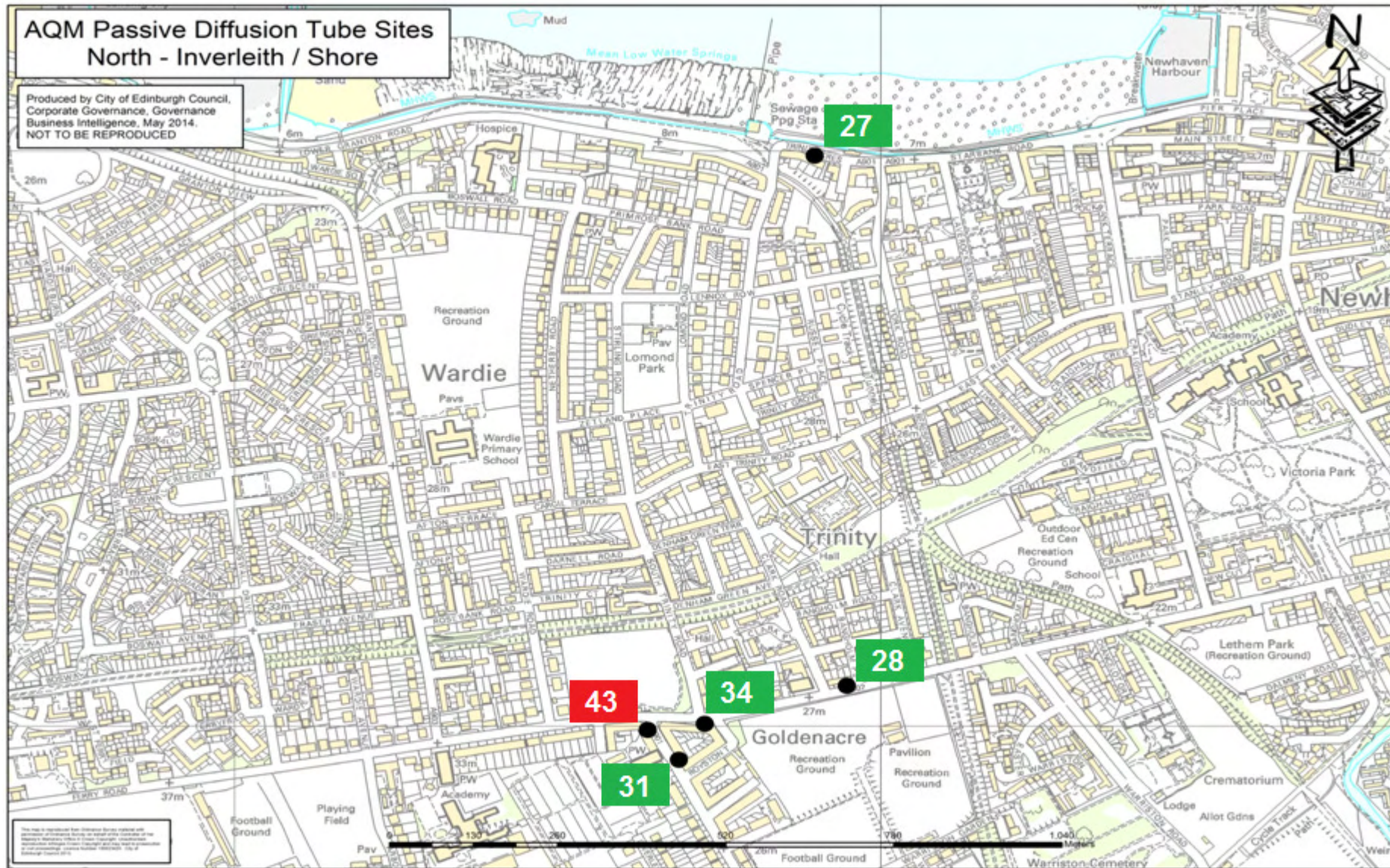
Contrib. = Contribution

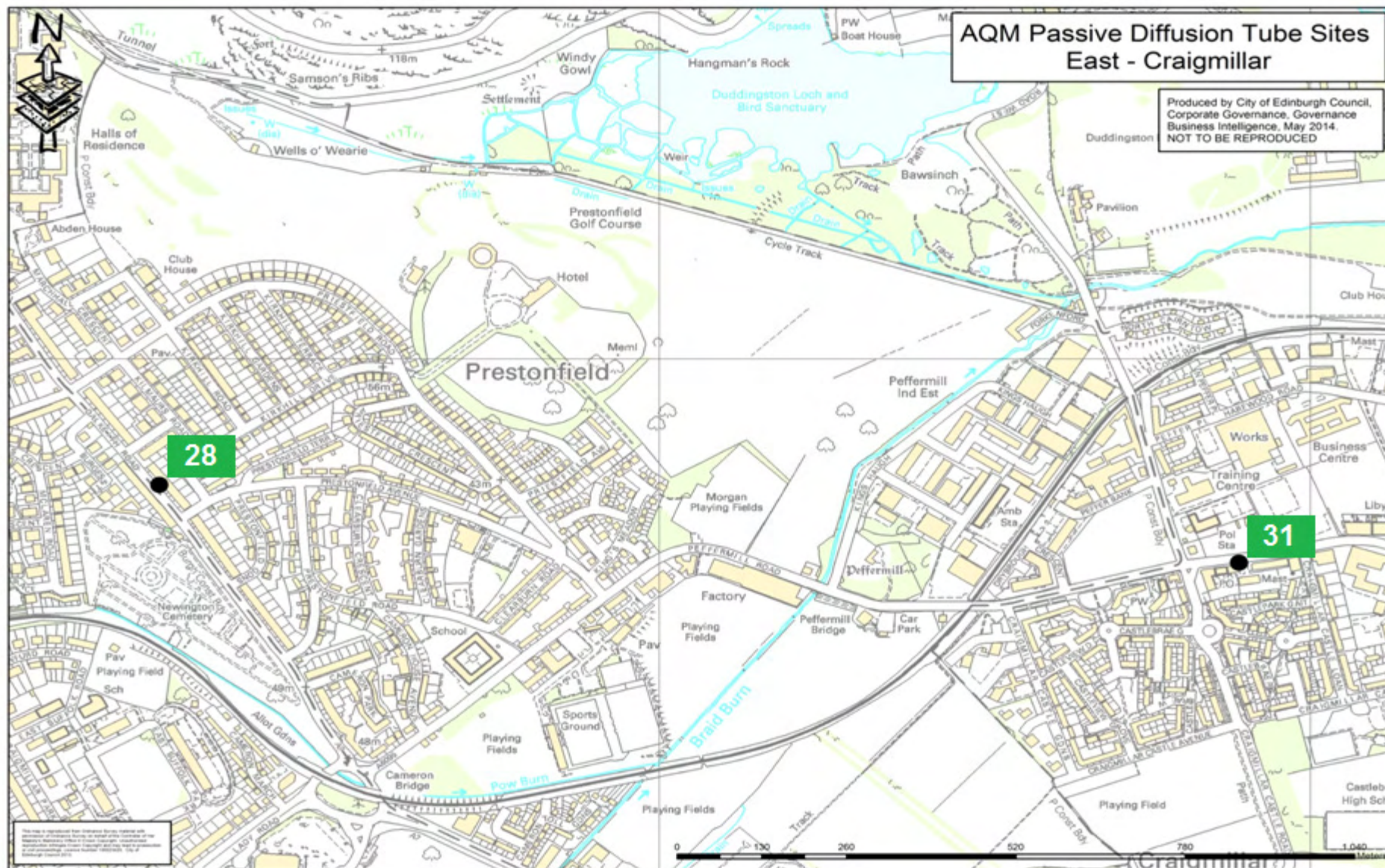
HGV = Heavy Good Vehicle

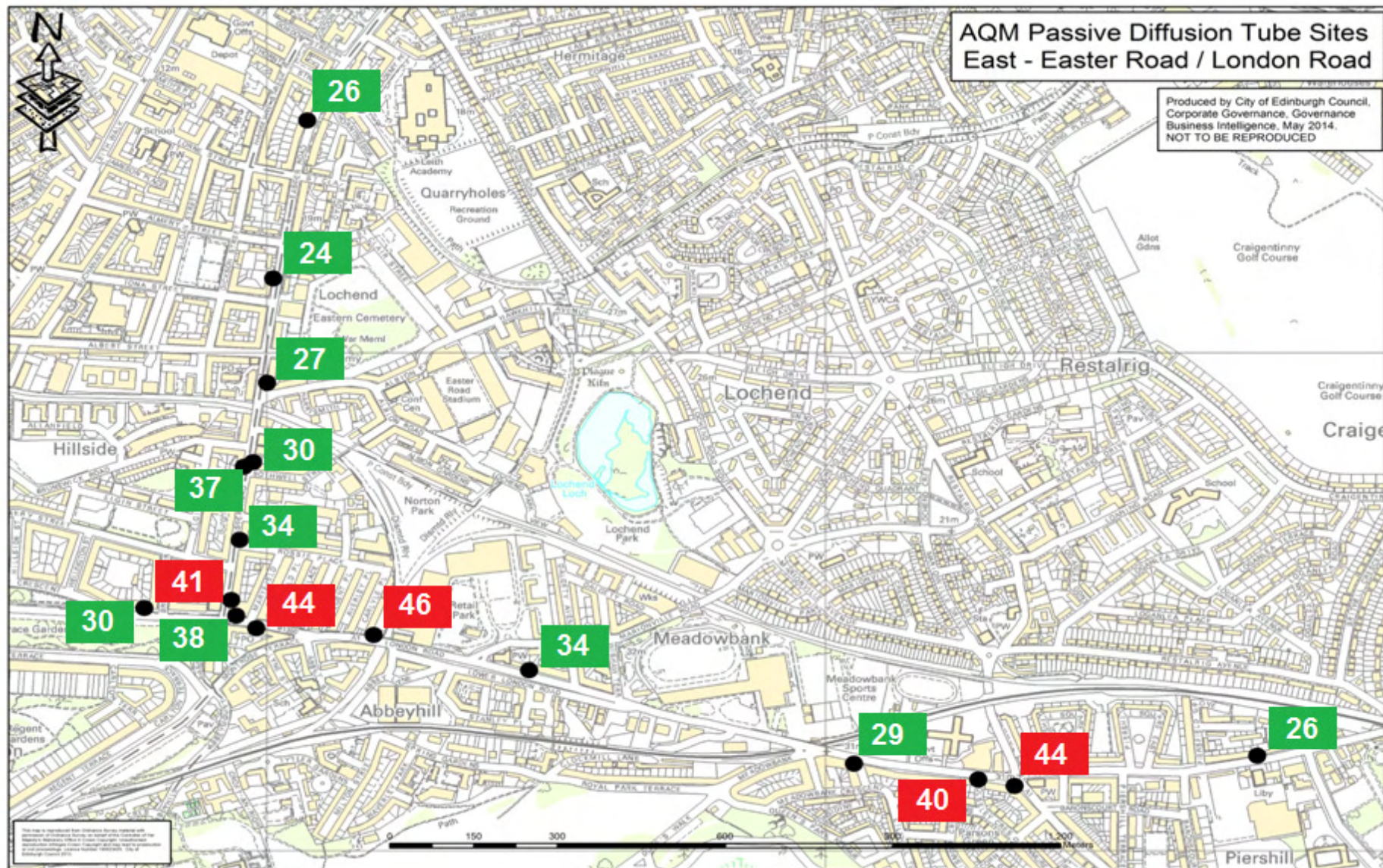
LGV = Light Goods Vehicle

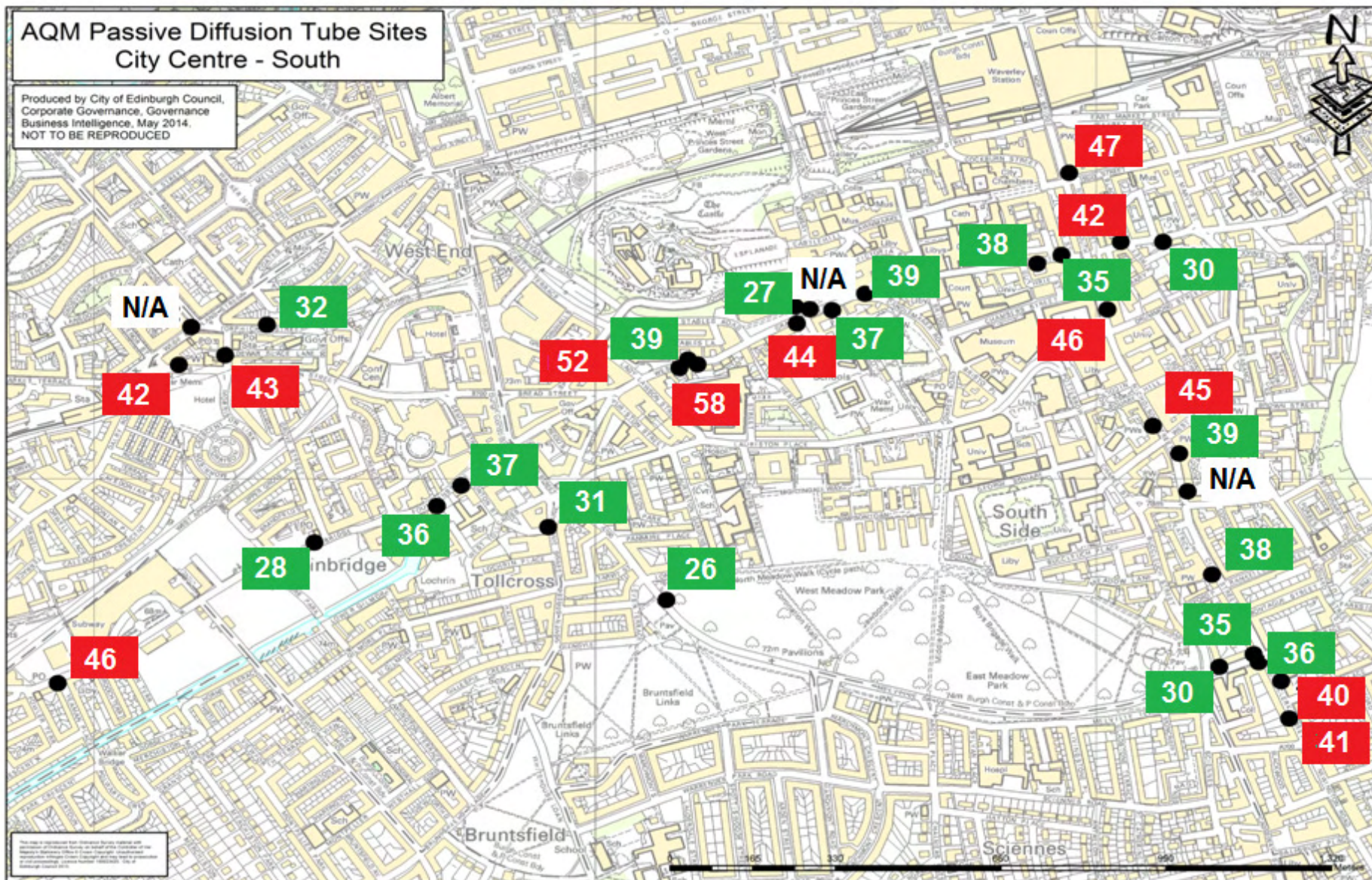
NO₂ = Nitrogen dioxide

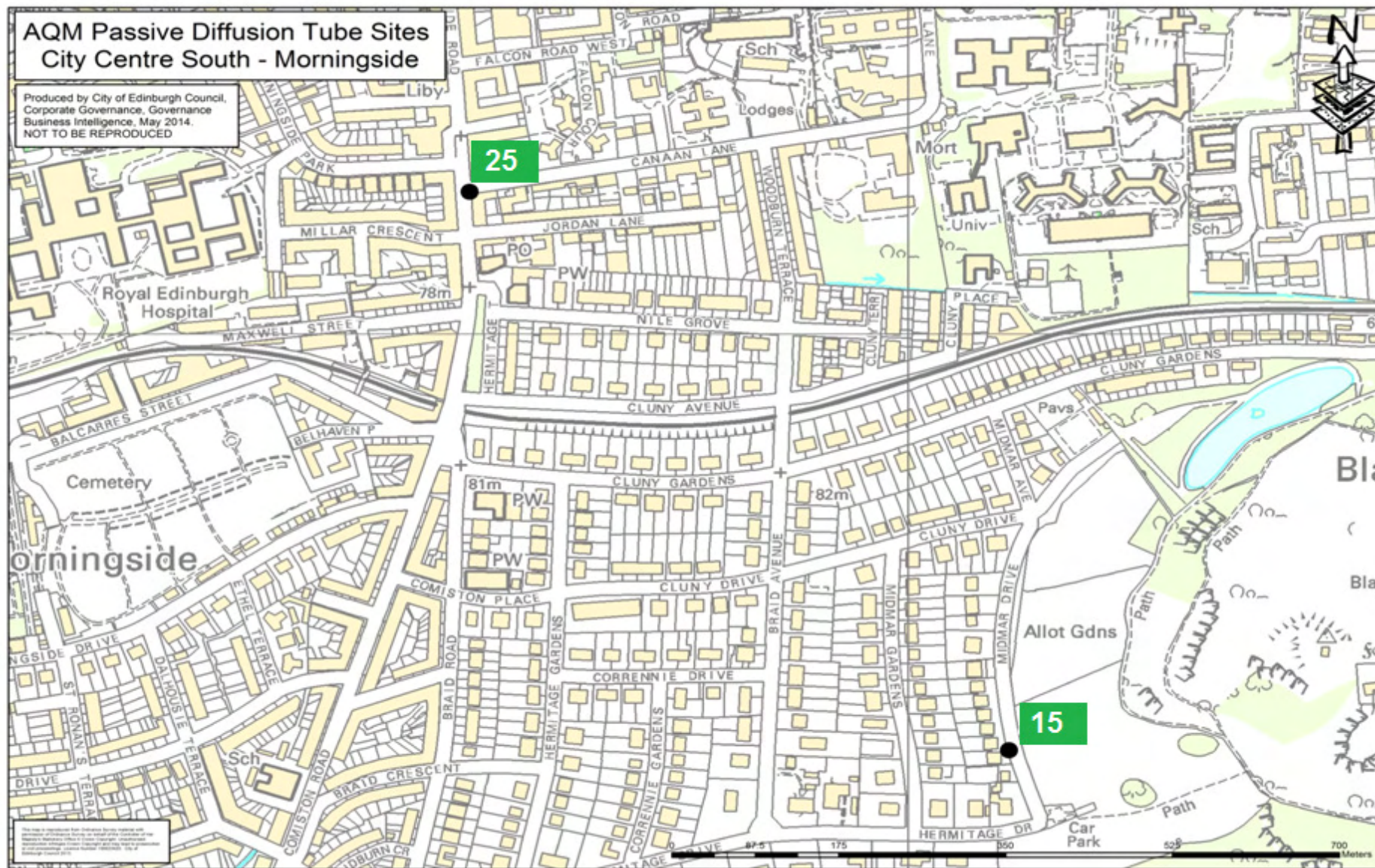


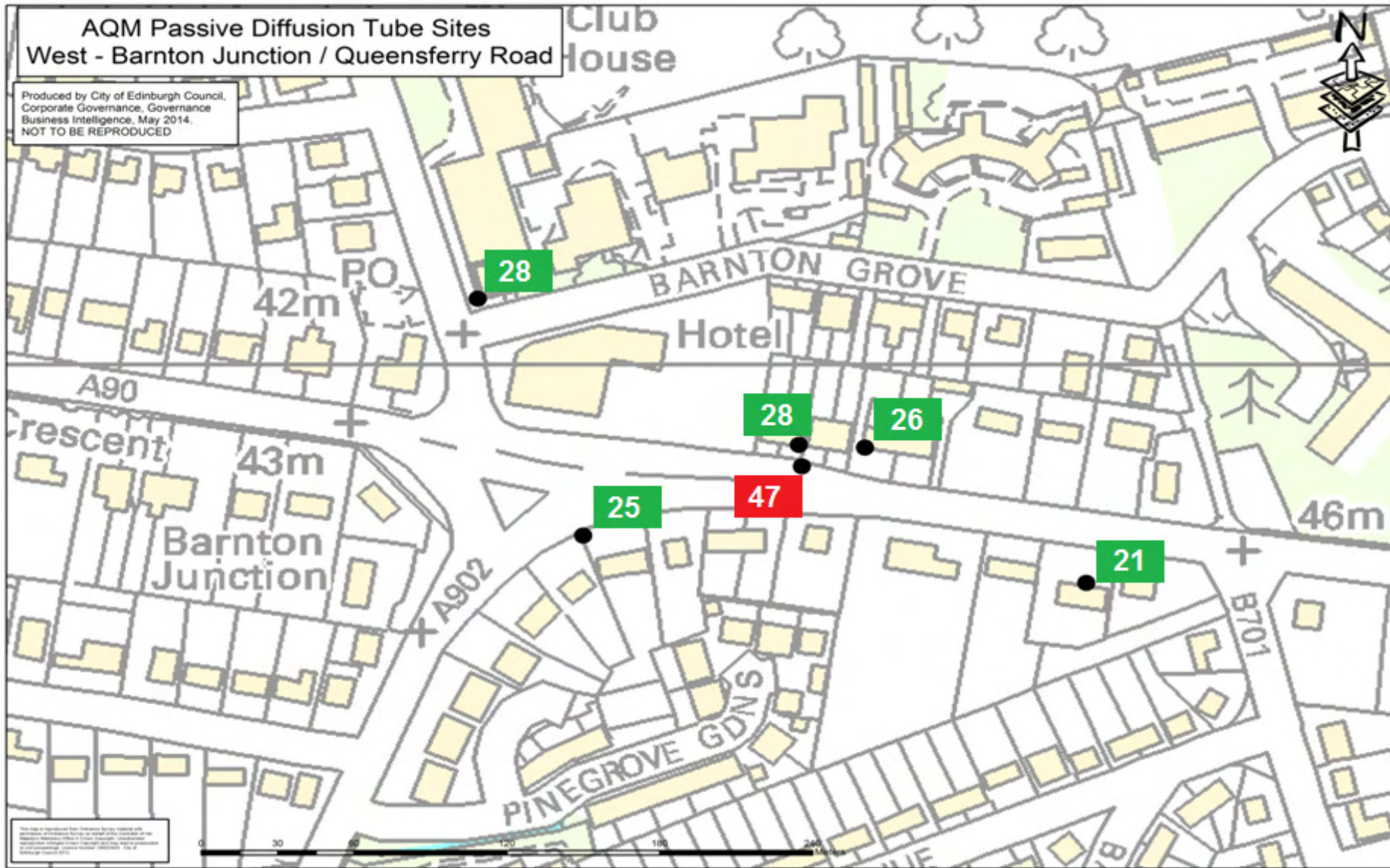


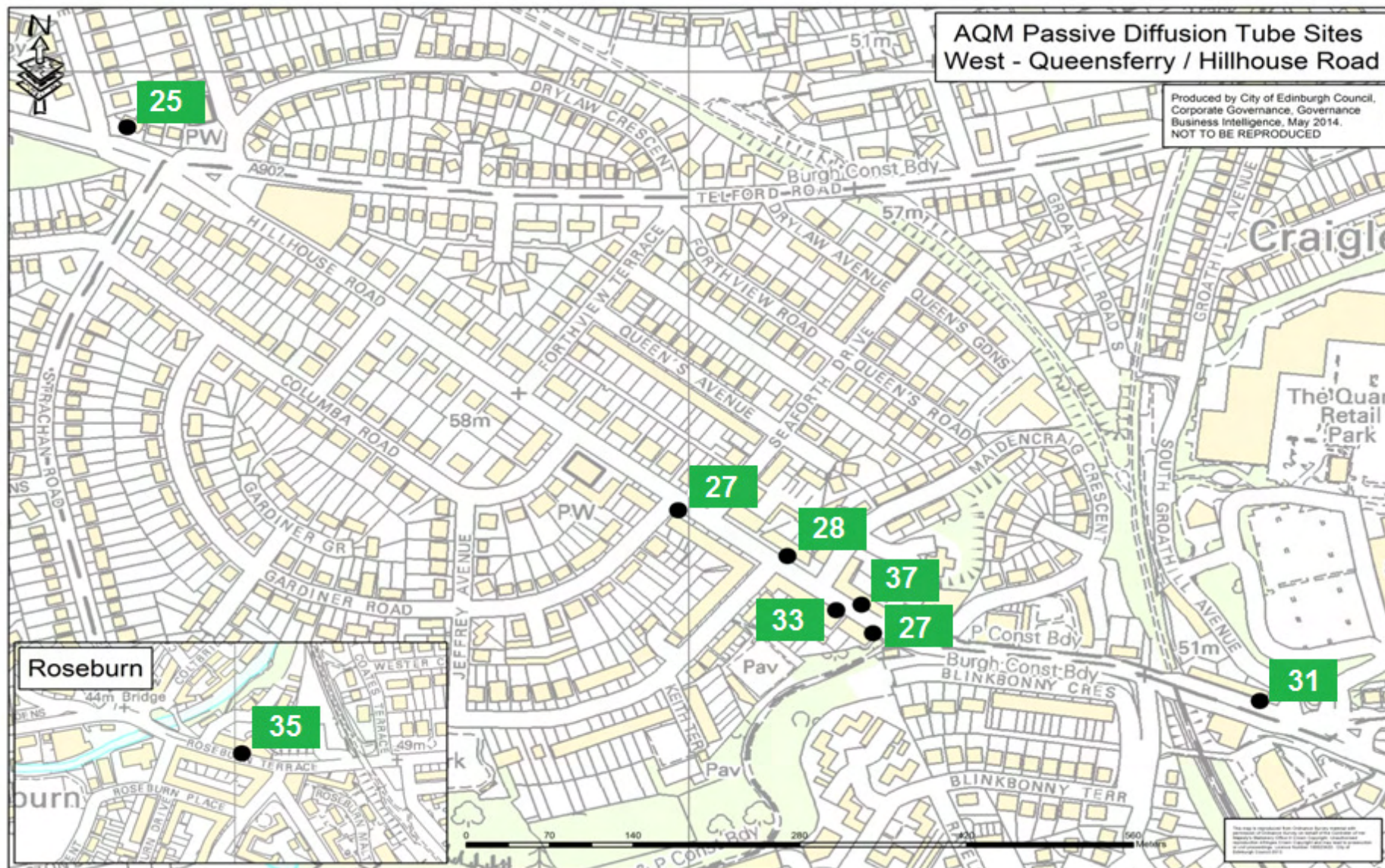


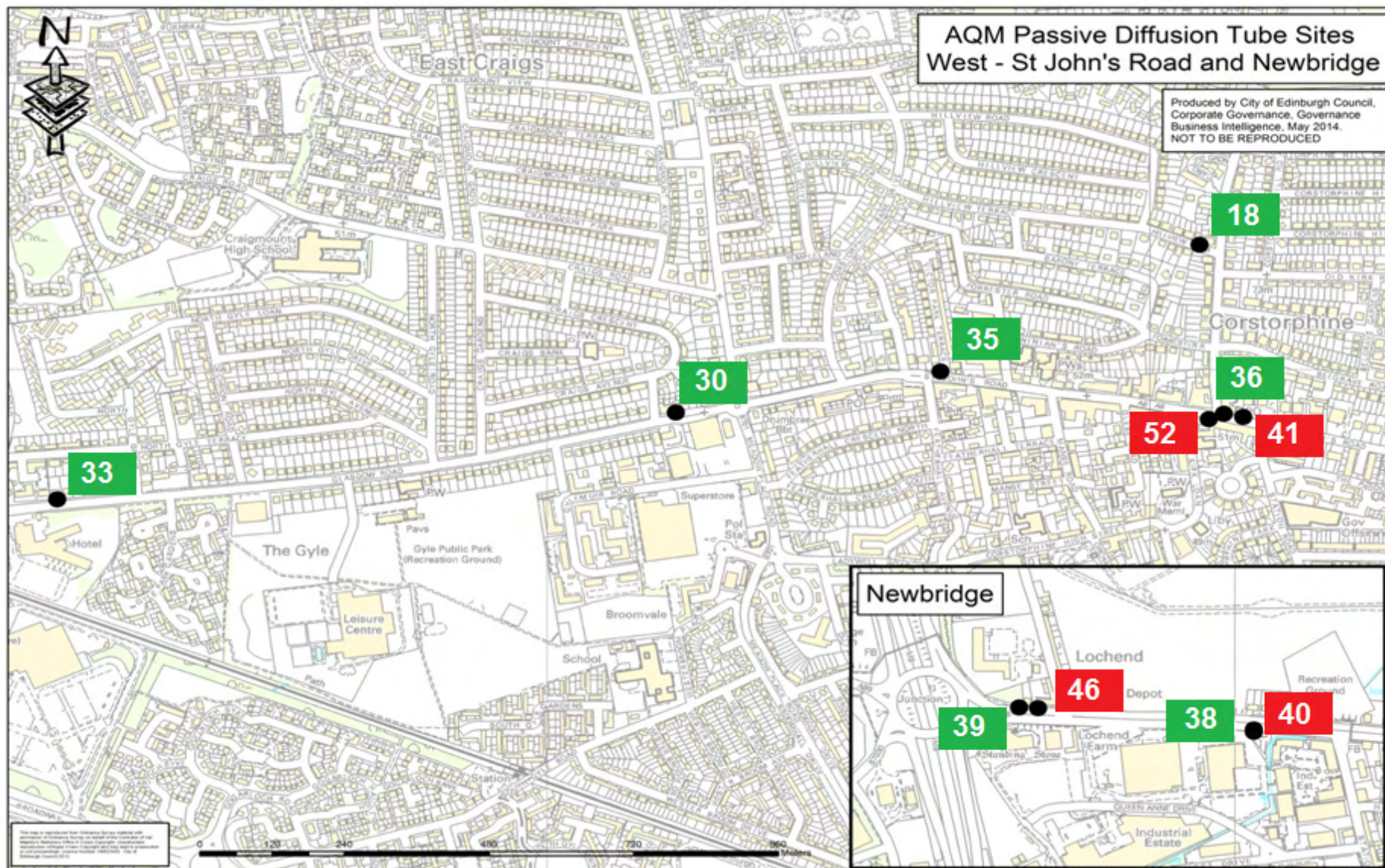


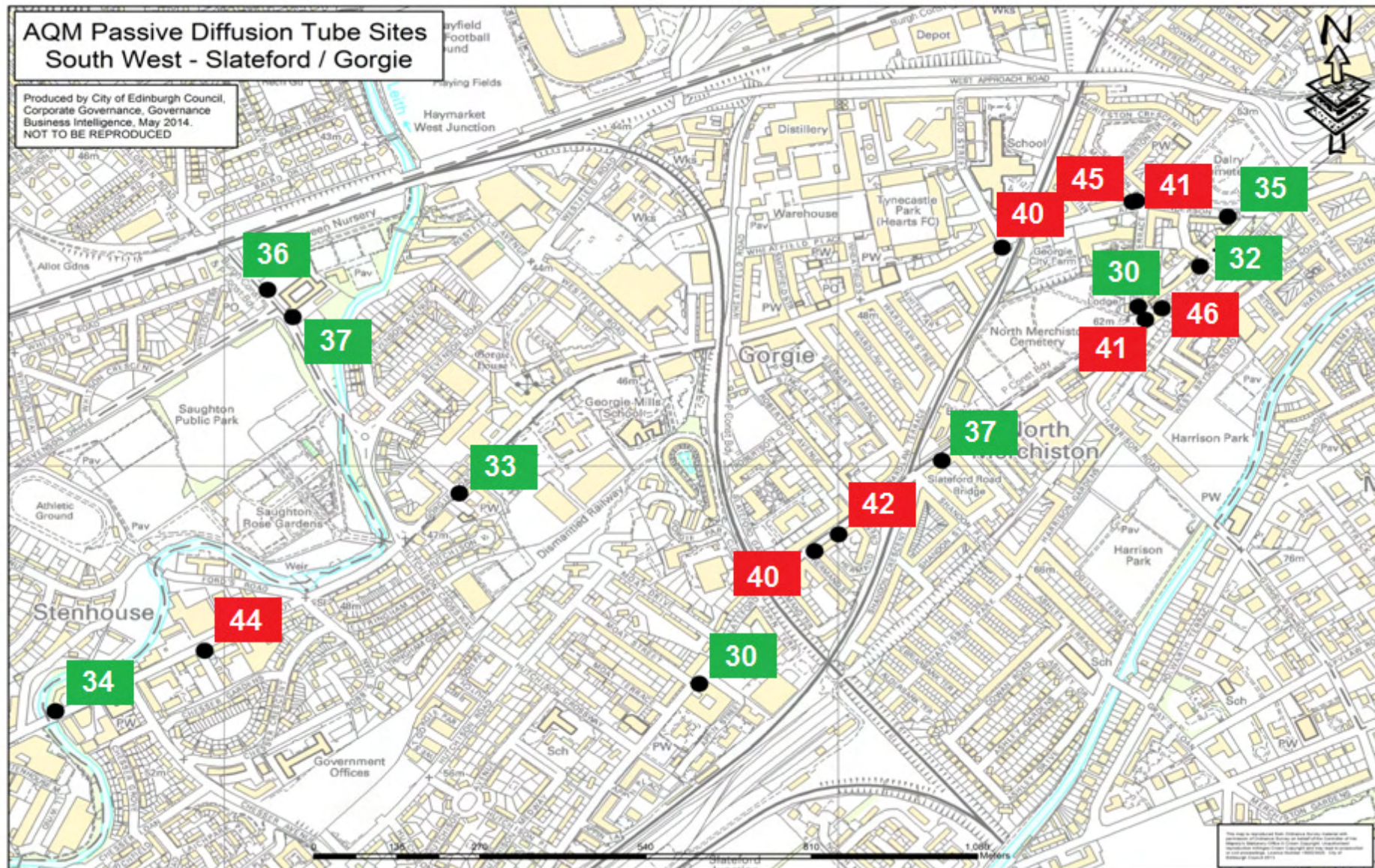


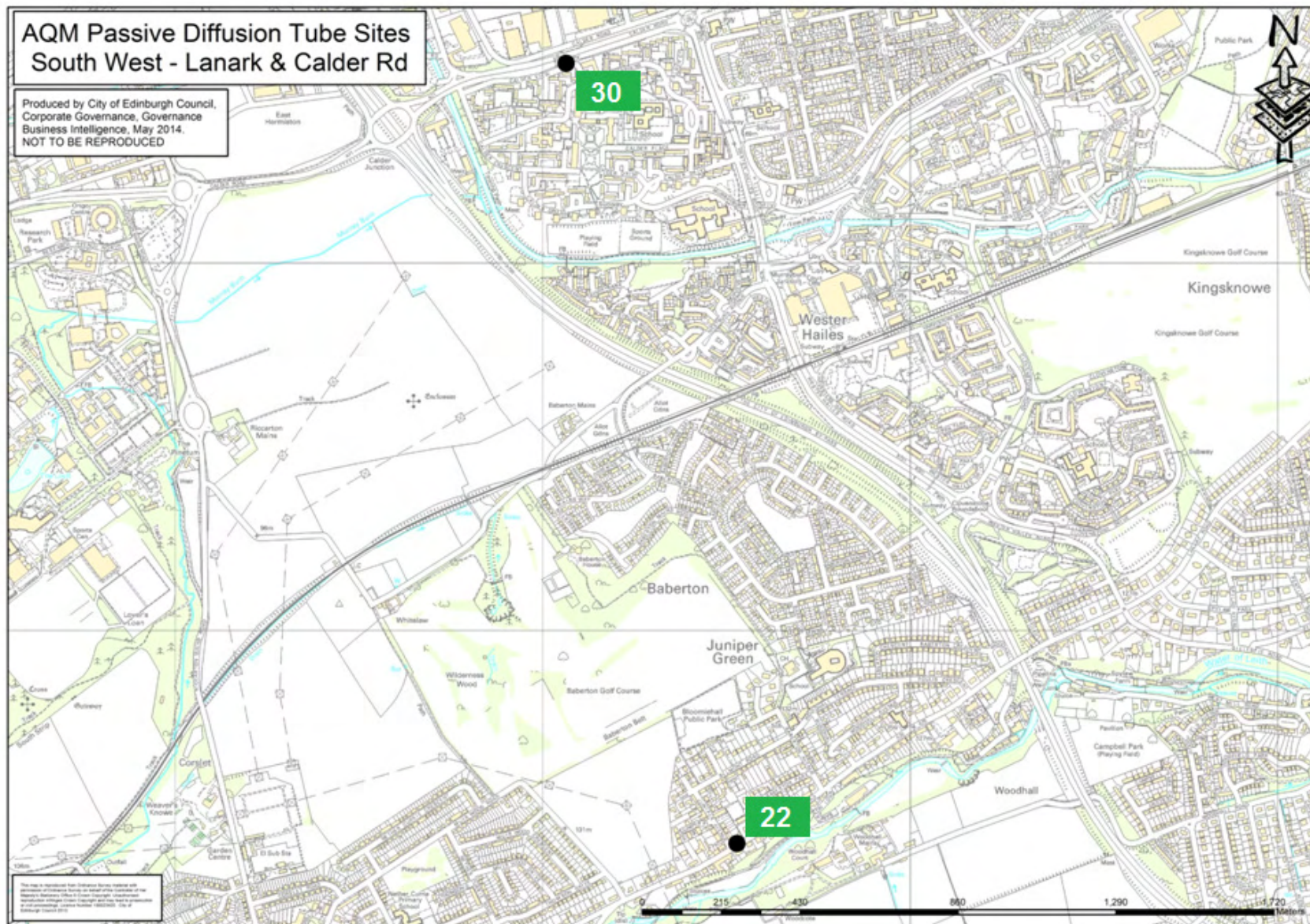


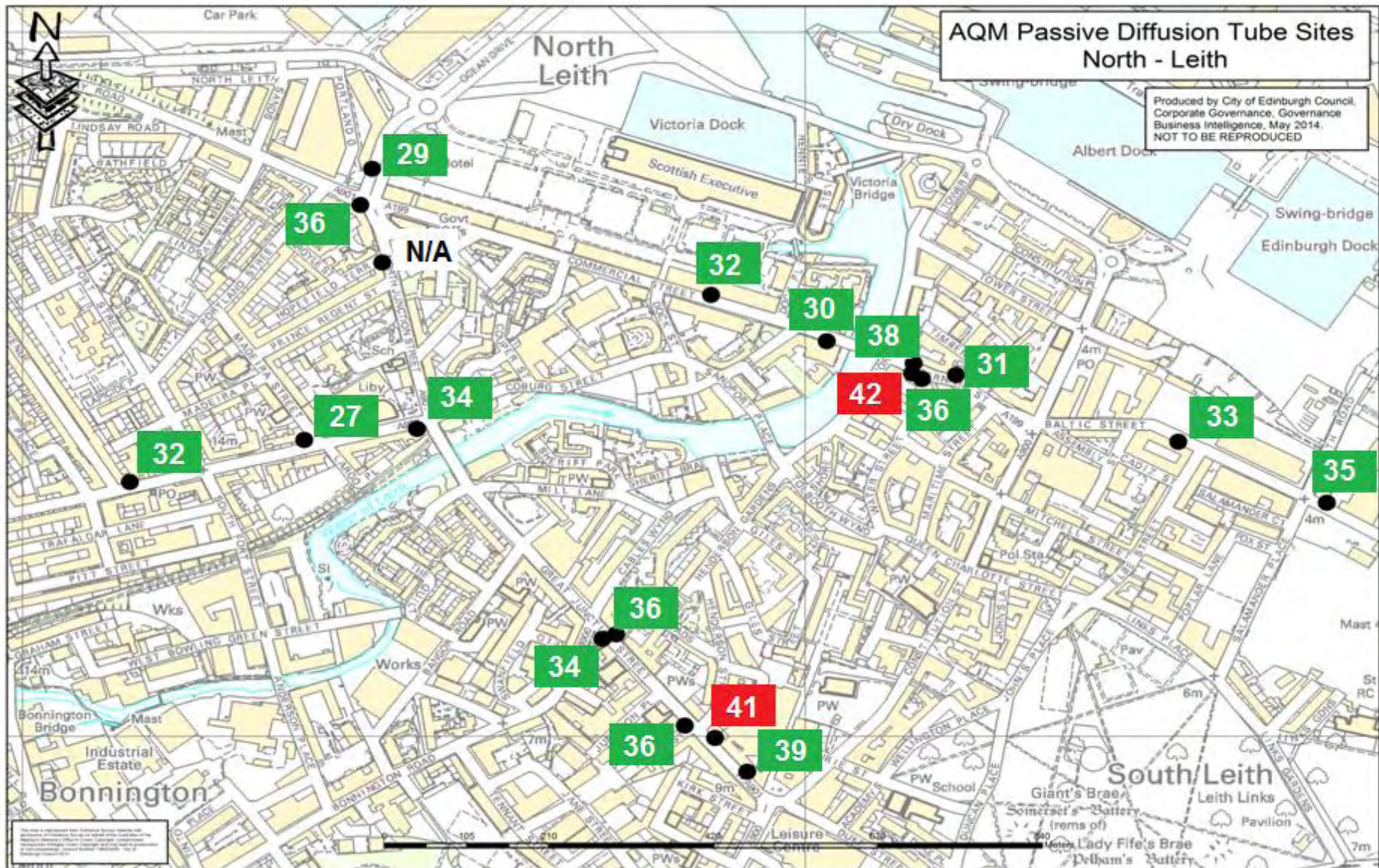






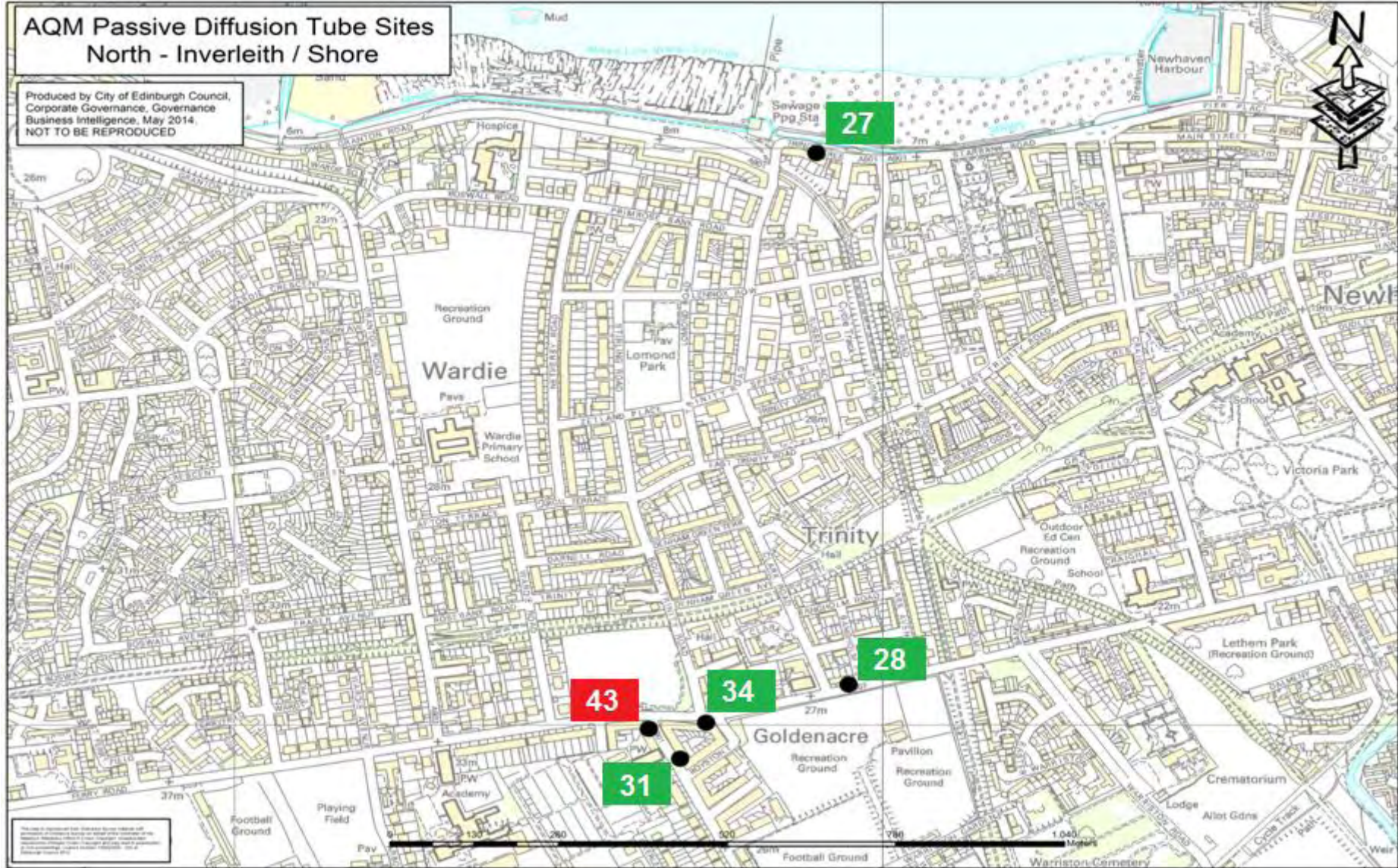


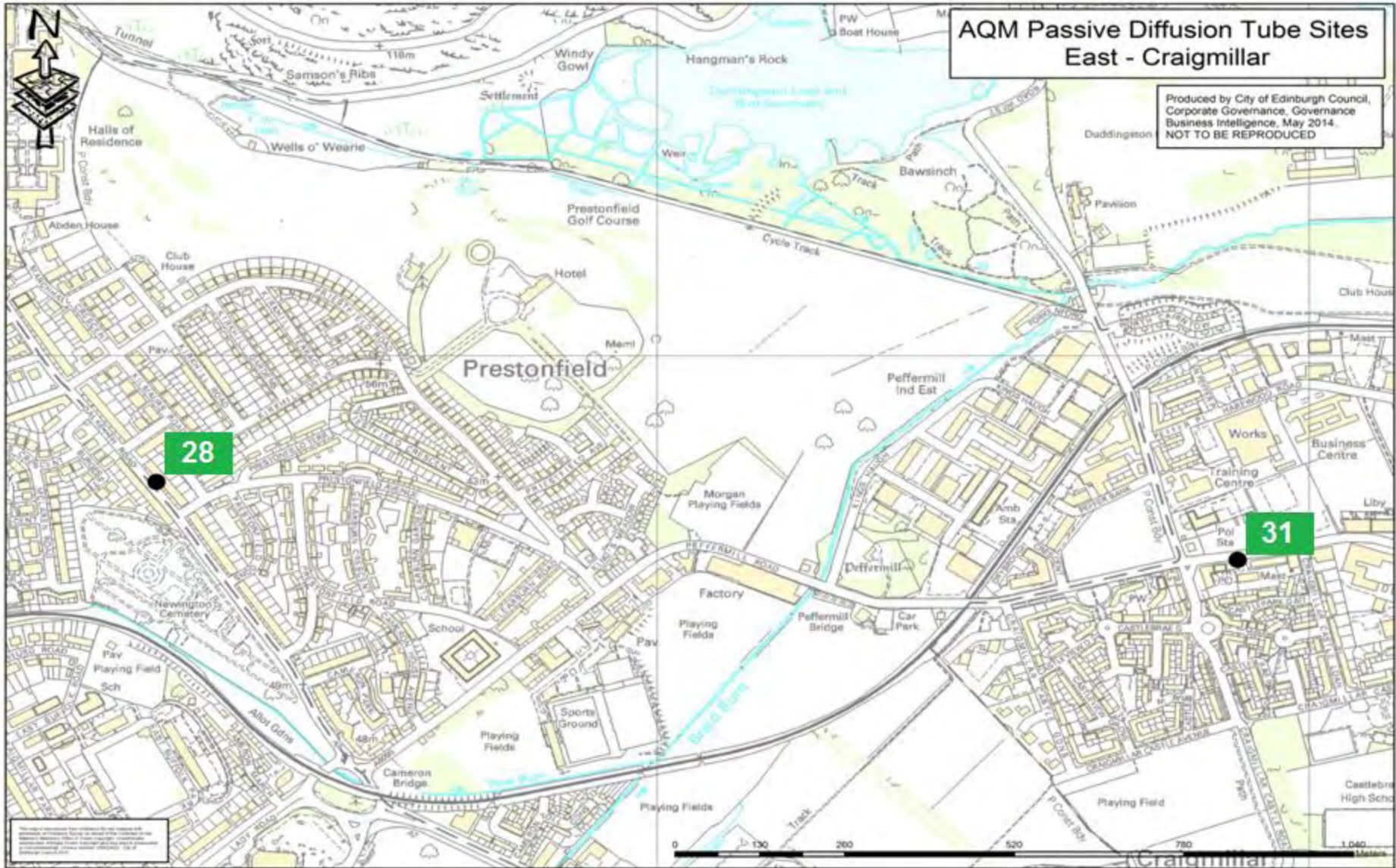




AQM Passive Diffusion Tube Sites North - Inverleith / Shore

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**AQM Passive Diffusion Tube Sites
East - Craigmillar**

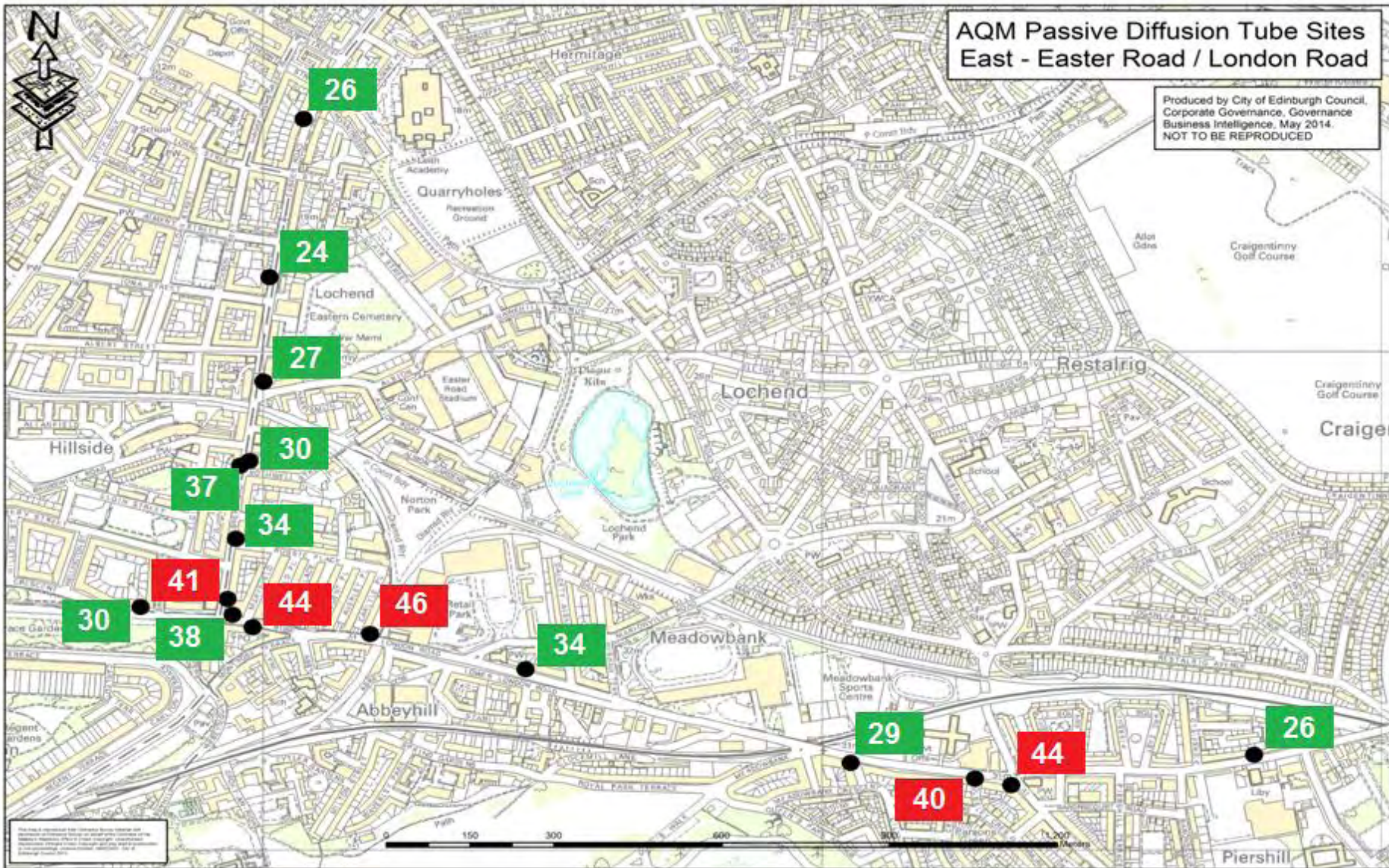
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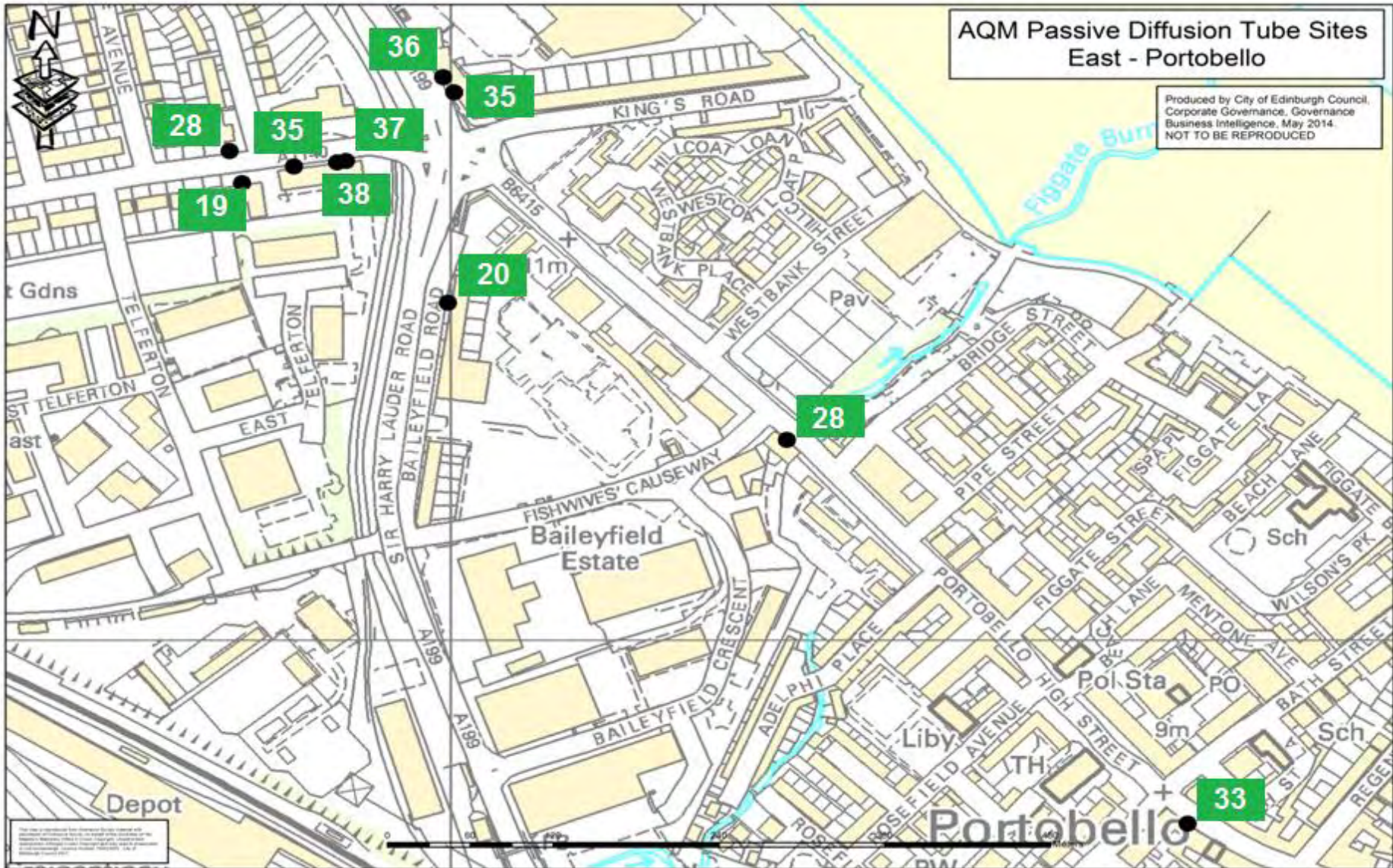
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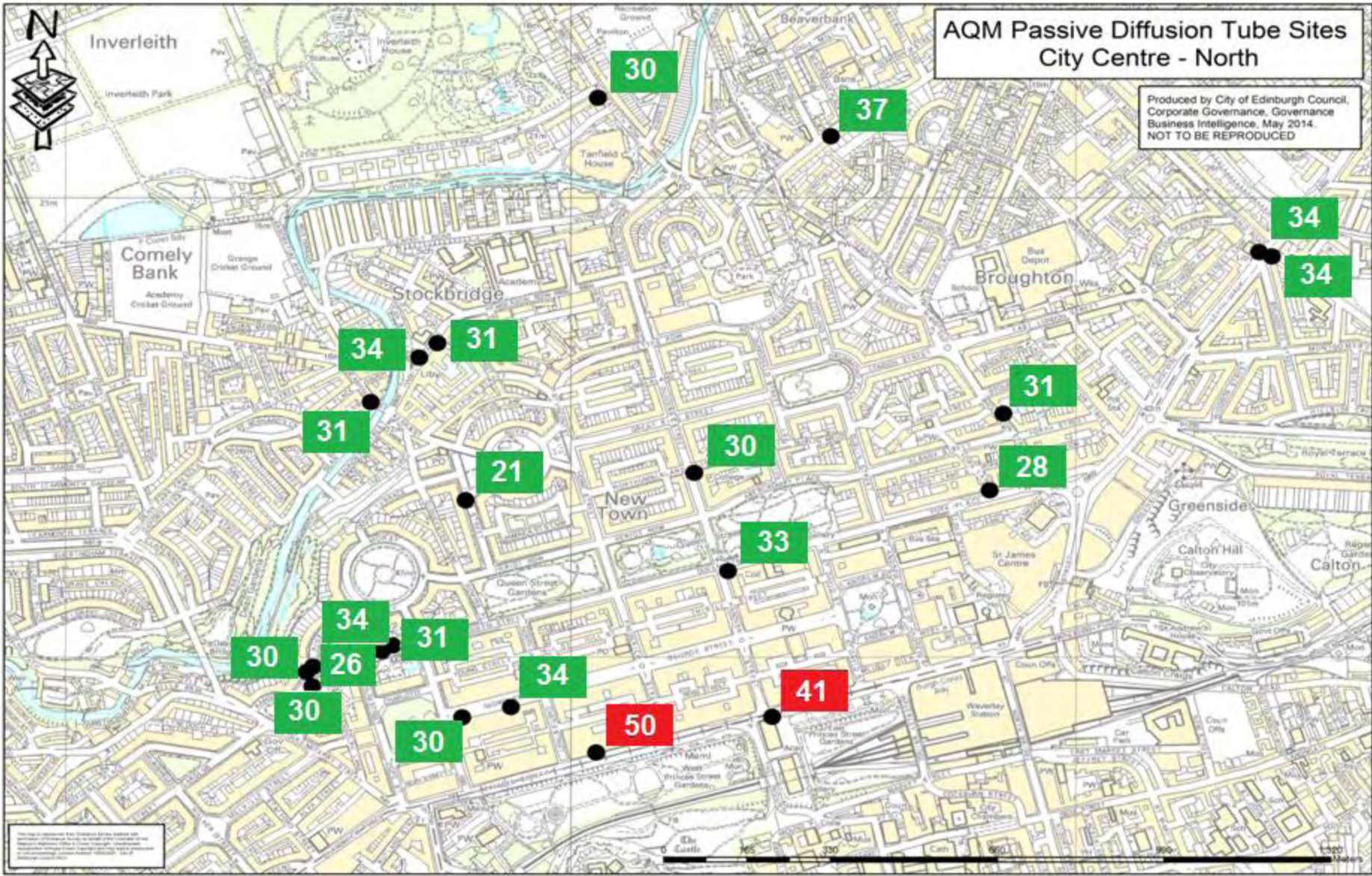
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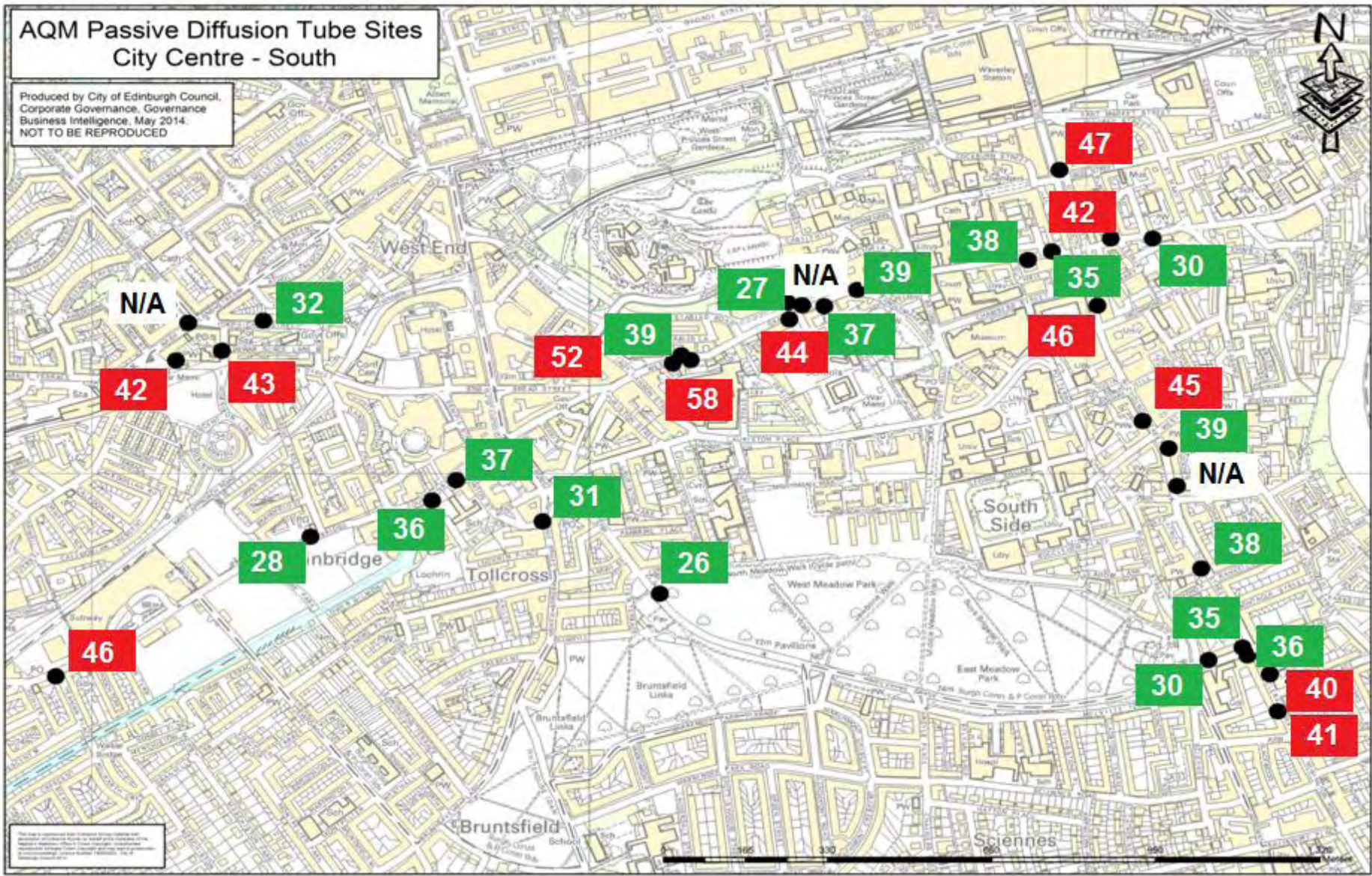


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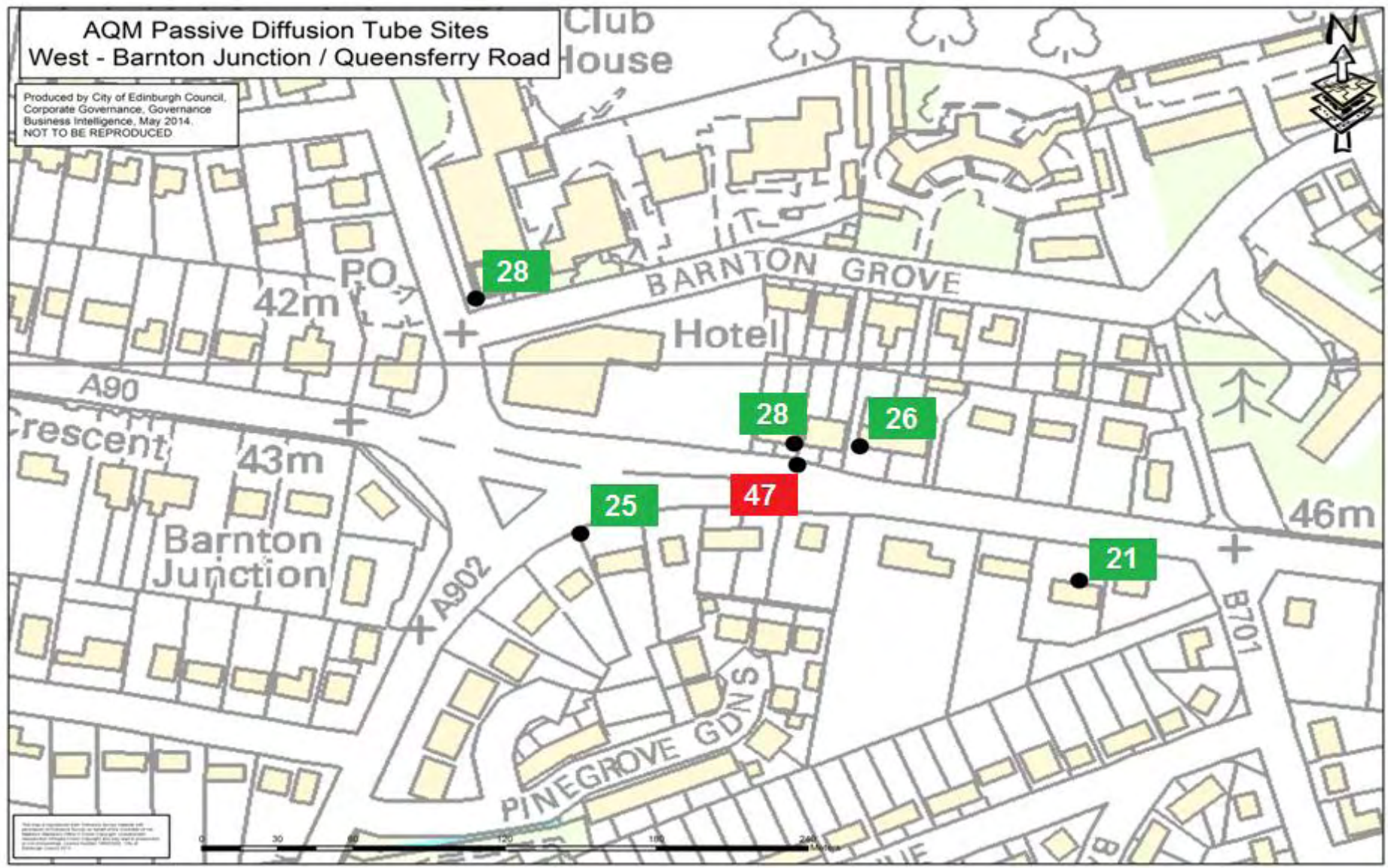
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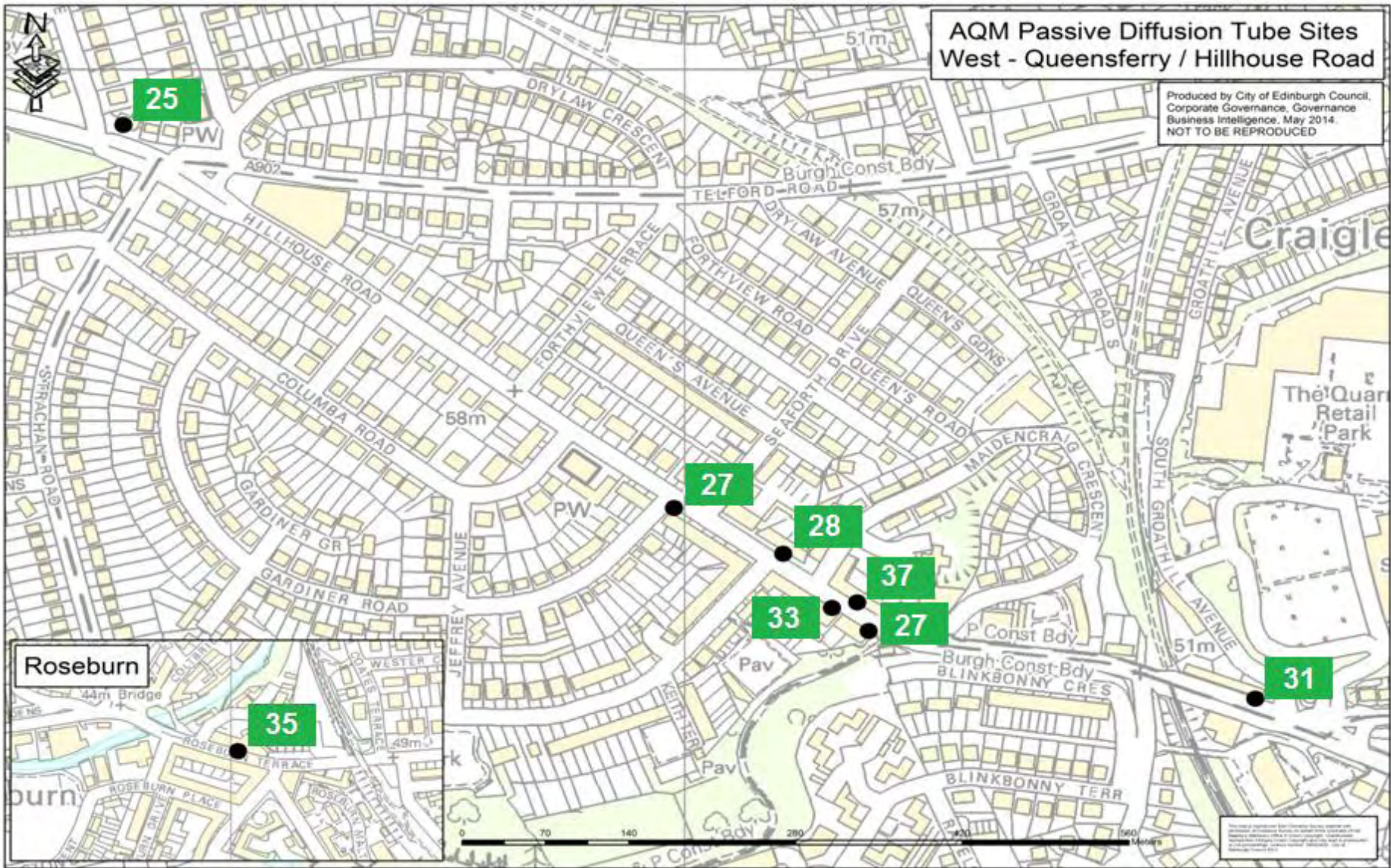


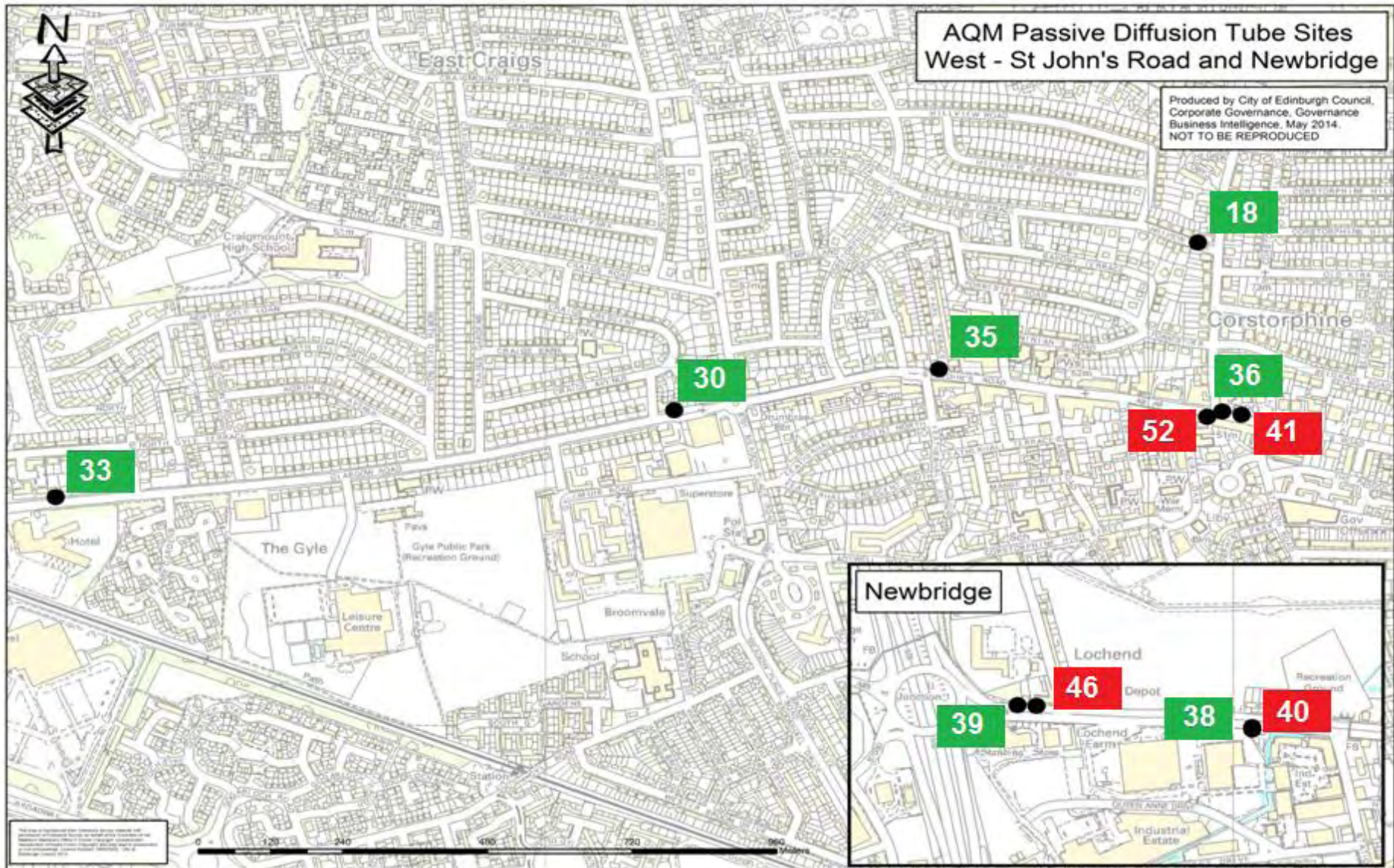
AQM Passive Diffusion Tube Sites West - Barnton Junction / Queensferry Road

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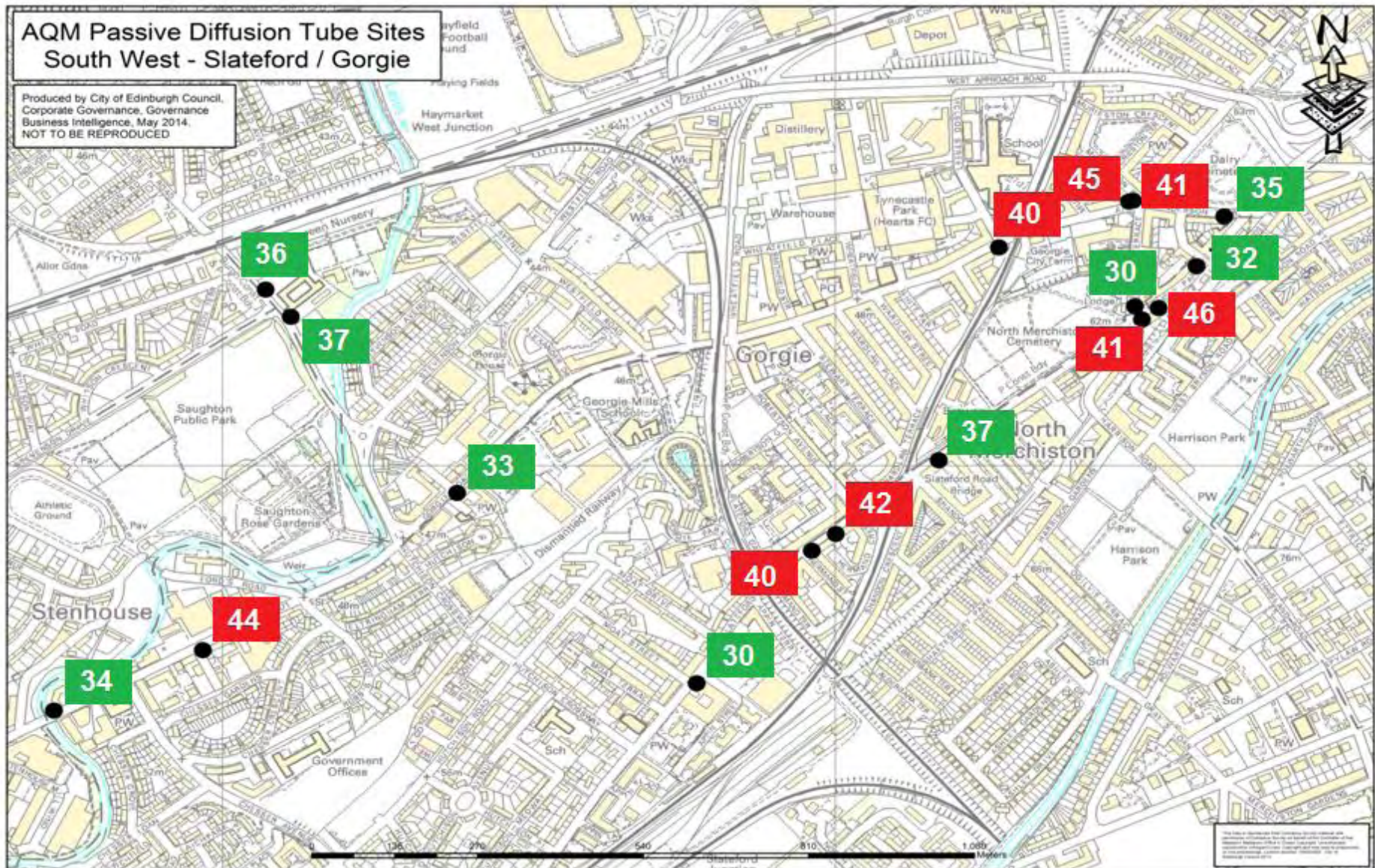
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