

Notice of meeting and agenda

Transport and Environment Committee

10 am Tuesday 28 October 2014

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

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

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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 Fairmilehead Community Council – request in relation to item 8.5 (Objections to TRO/13/22b – Junction of Buckstone Terrace and Waterfield Road)

4. Minutes

- 4.1 Transport and Environment Committee 26 August 2014 (circulated) - submitted for approval as a correct record

5. Forward planning

- 5.1 Transport and Environment Committee Key Decisions Forward Plan (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 Water of Leith Flood Protection Scheme Phase 2 Project Update – report by the Acting Director of Services for Communities (circulated)
- 7.2 Water of Leith Basin – report by the Acting Director of Services for Communities (circulated)
- 7.3 Resilient Edinburgh - Climate Change Framework 2014-2020 – report by the Director of Corporate Governance (circulated)
- 7.4 Princes Street: Tour and Sightseeing Buses and Coaches – report by the Acting Director of Services for Communities (circulated)
- 7.5 Charlotte Square - Public Realm: Public Hearing of Objections to Traffic Regulation and Redetermination Orders – report by the Acting Director of Services for Communities (circulated)
- 7.6 Road and Footway Prioritisation Review 2014 – report by the Acting Director of Services for Communities (circulated)
- 7.7 Road and Footway Investment - Capital Programme for 2015/16 - report by the Acting Director of Services for Communities (circulated)

- 7.8 Public Utility Company Performance 2014/15 - Quarter 1 – report by the Acting Director of Services for Communities (circulated)
- 7.9 Services for Communities Financial Monitoring: Period 5 2014/15 – report by the Acting Director of Services for Communities (circulated)
- 7.10 Landfill and recycling – report by the Acting Director of Services for Communities (circulated)
- 7.11 Formation of a Future Transport Working Group to consider transport requirements in and around the Tram Network – report by the Acting Director of Services for Communities (circulated)
- 7.12 Response to draft Scottish Government Good Practice Guide on 20mph Speed Limited – report by the Acting Director of Services for Communities (circulated)
- 7.13 Dog Fouling Prevention Initiatives in Edinburgh – report by the Acting Director of Services for Communities (circulated)
- 7.14 Trade Waste – Pilot Evaluation and Policy Recommendations – report by the Acting Director of Services for Communities (circulated)
- 7.15a Dalmahoy Traffic Lights Needed - referral from the Petitions Committee (circulated)
- 7.15b A71 Dalmahoy Junction – Response to Dalmahoy Traffic Lights Needed Petition – report by the Acting Director of Services for Communities (circulated)
- 7.16 Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village - referral from the Petitions Committee (circulated)

8. Routine decisions

- 8.1 Stair Lighting – Energy Efficiency Proposal – referral from the Health, Social Care and Housing Committee (circulated)
- 8.2 Delivering the Local Transport Strategy 2014-19: School Streets - Update on School Selection – report by the Acting Director of Services for Communities (circulated)
- 8.3 Objections to Traffic Regulation Order - Leith Walk (Balfour Street to Lorne Street) – report by the Acting Director of Services for Communities (circulated)
- 8.4 Objections to Proposed Waiting Restriction Traffic Regulation Orders and Road Redetermination Order - TRO/13/46 and RSO/13/10 - Main Street, Ratho – report by the Acting Director of Services for Communities (circulated)

- 8.5 Objections to TRO/13/22b – Junction of Buckstone Terrace and Waterfield Road – report by the Acting Director of Services for Communities (circulated)
- 8.6 Objections to Proposed Removal of Share Use Parking Places and Introduction of Loading Bay - Logie Green Road – report by the Acting Director of Services for Communities (circulated)
- 8.7 Objections to Proposed Waiting Restrictions - Frogston Road West at Queen Margaret Close – report by the Acting Director of Services for Communities (circulated)
- 8.8 Objections to Proposed Waiting Restrictions - Longstone Road – report by the Acting Director of Services for Communities (circulated)
- 8.9 Objections to Proposed Waiting Restrictions - Pentland Terrace – report by the Acting Director of Services for Communities (circulated)
- 8.10 Objections to Proposed Waiting Restrictions - High Buckstone – report by the Acting Director of Services for Communities (circulated)
- 8.11 Objections to Proposed Reduction of Speed Limit - Freelands Road – report by the Acting Director of Services for Communities (circulated)

9. Motions

9.1 Illegal Parking – Motion by Councillor Bagshaw

“Committee:

1. Recognises that illegal parking (on double and single red and yellow lines) poses a significant problem in that it:
 - obstructs those with limited mobility, people with buggies and the disabled
 - increases risks to the safety of pedestrians, and in particular children, by forcing them into the road;
 - impedes and endangers cyclists;
 - impedes the flow of public transport; and
 - causes expensive damage to footways.
2. Further recognises that despite the action currently taken the problem persists.
3. Acknowledges that City of Edinburgh Council does have the powers to enforce the regulations concerning this kind of illegal parking.

4. Therefore instructs officers to produce a report, within two cycles, to establish why this type of illegal parking continues to exist in the city and to investigate what measures and incentives can be adopted to ensure better enforcement of existing regulations."

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, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4240 / 0131 529 4106, email: lesley.birrell@edinburgh.gov.uk / stuart.mclean@edinburgh.gov.uk

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

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

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Transport and Environment Committee

10.00 am Tuesday 26 August 2014

Present:

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

1. Deputation - Festivals Edinburgh and the Fringe - Events in Edinburgh's Parks and Greenspaces

The Committee agreed to hear a deputation from Neil Mackinnon, Head of External Affairs, Fringe Festivals Edinburgh.

The deputation stated that the success to date of the Edinburgh Festivals was due in part to the flexible approach taken by City of Edinburgh Council in dealing with the demands placed upon the parks and greenspace available within the City. It was hoped that this flexibility would continue going forward.

The deputation assured the Committee that Festivals Edinburgh and the Fringe recognised the cultural, social and economic part that the parks and greenspaces played in Edinburgh and that they were committed to minimising the environmental impact Festivals Edinburgh had in these areas.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 6 below.

2. Deputation - Friends of the Meadows and Bruntsfield Links- Events in Edinburgh's Parks and Greenspaces

The Committee agreed to hear a deputation from Heather Goodare, Chris Wigglesworth and Peng Lee Yap representing Friends of the Meadows and Bruntsfield Links.

The deputation stated that Friends of the Meadows and Bruntsfield Links wished that the Parks Manifesto limit the time of events to no longer than 15 days on the Meadows to allow time for the turf to recover. They added that market rents should also be charged for commercial events with the revenues generated being used to employ additional Park Rangers.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 6 below.

3. Deputation - Gandey World Class Productions - Events in Edinburgh's Parks and Greenspaces

The Committee agreed to hear a deputation from Philip Gandey of Gandey World Class Productions.

The deputation advised that Gandey World Class Productions had been organising and delivering events in the Meadows for the past 16 years and had built up a constructive working relationship with the City of Edinburgh Council. Over £200k in rent had been collected during this time, with all environmental and health and safety requirements being met. Alternative venues had been trialled but had proved to be unsuccessful in a commercial sense as patrons were unwilling to travel outwith the city centre.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 6 below.

4. Deputation - Moray Feu Residents Association - Post Tram City Centre Review – West End

The Committee agreed to hear a deputation from Alistair Mackintosh, Allan Alstead and Simon Baig of Moray Feu Residents Association.

The deputation presented a submission requesting Committee support for measures discussed with Council staff, to reduce the volume of traffic observed to be using the Moray Feu following operational commencement of the trams, and emphasised the deployment of appropriate signage and monitoring.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 7 below.

5. Deputation- Friends of the Earth Scotland - Air Quality Assessment and Review 2014 – Progress Report

The Committee agreed to hear a deputation from Emilia Hanna of Friends the Earth Scotland.

The deputation was concerned about the occurrences of health problems in Edinburgh associated with poor air quality and sought a commitment from the Committee to reach EU air quality levels. The deputation also called for a joined up approach between transport strategy and air quality legal requirements.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 8 below.

6. Events in Edinburgh's Parks and Greenspaces

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

Approval was sought to revise the Manifesto based on the findings of the public consultation exercise.

Councillor Orr was heard as a local ward member and indicated his support for the views expressed by the Friends of the Meadows and Bruntsfield Links in their deputation (see item 2 above).

Motion

- 1) To note the outcome of the consultation exercise.
 - 2) To approve the changes to the Events Manifesto as outlined in paragraphs 3.48 to 3.57 of the report by the Acting Director of Services for Communities.
 - 3) To request a further report identifying the most suitable location(s) to create an events space that could 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.
 - 4) To request that a progress report detailing reviews of events which had taken place in parks each year be presented to this Committee annually.
 - 5) To request that a report be brought back to the Transport and Environment Committee regarding the outcomes of the tendering process.
 - 6) To note that the Corporate Policy and Strategy Committee would consider exceptional events as part of its strategic oversight remit.
- moved by Councillor Hinds, seconded by Councillor McVey.

Amendment

- 1) To note the outcome of the consultation exercise.
- 2) To approve the changes to the Events Manifesto as outlined in paragraphs 3.48 to 3.57 of the report by the Acting Director of Services for Communities subject to deleting paragraphs 3.49(b) and 3.49(c).

- 3) To request that a progress report detailing reviews of events which had taken place in parks each year be presented to this Committee annually.
 - 4) To agree that a tender exercise would be used for commercial large events in order to ensure the market rate was received. If the tender offer for an event was longer than one year, then recommendations would be referred to Committee for decision.
 - 5) To request a further report identifying the most suitable location(s) to create an events space that could 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.
- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

For the motion	-	12 votes
For the amendment	-	2 votes

Decision

- 1) To note the outcome of the consultation exercise.
- 2) To approve the changes to the Events Manifesto as outlined in paragraphs 3.48 to 3.57 of the report by the Acting Director of Services for Communities.
- 3) To request a further report identifying the most suitable location(s) to create an events space that could 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.
- 4) To request that a progress report detailing reviews of events which had taken place in parks each year be presented to this Committee annually.
- 5) To request that a report be brought back to the Transport and Environment Committee regarding the outcomes of the tendering process.
- 6) To note that the Corporate Policy and Strategy Committee would consider exceptional events as part of its strategic oversight remit.

(References – Transport and Environment Committee 29 October 2013 (item 11); report by the Acting Director of Services for Communities, submitted)

7. Post Tram City Centre Review – West End

Options to improve road traffic accessibility to the West End from the south of the City were presented together with the results of a parking occupancy survey undertaken in the West End area during May 2014.

Decision

- 1) 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.
- 2) 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.
- 3) To note that at the point the proposed amendment to the TRO was made, a pedestrian crossing would be included within the revised signal design and that supporting signage on South Charlotte Street, Charlotte Square and Hope Street would be required.
- 4) To note 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.
- 5) To note the results of the parking occupancy and duration surveys conducted within the West End during April and May 2014.
- 6) 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. This would mean that no access to Young Street would be available from North Charlotte Street.
- 7) To investigate the option to introduce a right turn from Queen Street westbound into Queen Street Gardens East.

(References – Transport and Environment Committee 18 March 2014 (item 4); report by the Acting Director of Services for Communities, submitted)

8. Air Quality Assessment and Review 2014 – Progress Report

Approval was sought for the submission of the draft Air Quality Progress Report 2014 to the Scottish Government, Scottish Environment Protection Agency (SEPA) and Department for Environment Food and Rural Affairs.

It was also proposed to extend the City Centre Air Quality Management Area 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.

Motion

- 1) To note the report.
- 2) To approve submission of the draft Air Quality Progress Report 2014 to the Scottish Government, SEPA and the Department for Environment Food and Rural Affairs.
- 3) To extend 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.

- 4) To note 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.
 - 5) To approve the engagement of specialist air quality consultants to complete an updated Air Quality Action Plan and carry out a review of current AQMA boundaries.
- moved by Councillor Hinds, seconded by Councillor McVey.

Amendment

- 1) To note the report.
 - 2) To approve submission of the draft Air Quality Progress Report 2014 to the Scottish Government, SEPA and the Department for Environment Food and Rural Affairs.
 - 3) To extend 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.
 - 4) To note 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.
 - 5) To approve the engagement of specialist air quality consultants to complete an updated Air Quality Action Plan and carry out a review of current AQMA boundaries.
 - 6) To note the latest DEFRA report entitled "Updated Projections for Nitrogen Dioxide (NO₂) Compliance" dated July 2014 which included an estimated compliance date of 2020 for the Edinburgh urban area which was ten years later than the original deadline and five years later than the extended deadline allowed for under EU directive 2008/50/EC
 - 7) To call for a further report by the end of 2014 modelling when it is expected the EU air quality limits for NO₂ will be achieved in the Edinburgh urban area under current planned measures, and setting out what additional measures will be required to achieve a compliance date of 2015.
- moved by Councillor Booth, seconded by Councillor Bagshaw.

Voting

For the motion	-	12 votes
For the amendment	-	2 votes

Decision

- 1) To note the contents of the report.
- 2) To approve submission of the draft Air Quality Progress Report 2014 to Scottish Government SEPA and Department for Environment Food and Rural Affairs.

- 3) To extend 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.
- 4) To note 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.
- 5) To approve the engagement of specialist air quality consultants to complete an updated Air Quality Action Plan and carry out a review of current AQMA boundaries.

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

Declaration of Interest

Councillor Gardner declared a non-financial interest in the above item as a Member of Friends of the Earth Scotland.

9. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 3 June 2014 as a correct record.

10. Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for the period October 2014 to January 2015 was submitted.

Decision

To note the Key Decisions Forward Plan for October 2014 to January 2015.

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

11. 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 updated to 26 August 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 Rolling Actions Log.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 26 August 2014, submitted)

12. Business Bulletin

The Transport and Environment Committee Business Bulletin for 26 August 2014 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted)

13. 6% Budget Commitment to Cycling – Summary of Expenditure

The Council had agreed to spend 6% of its 2013/14 budget 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 2013/14 was submitted.

Decision

To note the summary of Council expenditure on cycling for 2013/14 which met the 6% target set.

(References – Transport and Environment Committee 27 August 2013 (item 13) and 3 June 2014 (item 11); report by the Acting Director of Services for Communities, submitted)

14. Bus Lane Network Review

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

The findings of the review were detailed and approval sought for a number of recommendations including undertaking trials changing all-day bus lanes into peak period bus lanes and allowing motorcycles to access with-flow bus lanes.

Decision

- 1) To note that a consultative review of bus lane network had been carried out and note its findings.
- 2) To approve the promotion of an 18 month Experimental Traffic Regulation Order to trial peak periods bus lane in place of all-day bus lanes.
- 3) To approve the promotion of an 18 month Experimental Traffic Regulation Order to trial allowing motorcycles access to with-flow bus lanes during their operational hours.
- 4) Not to change Council Policy to allow Private Hire Cars or electric vehicles access to bus lanes during their operational hours.
- 5) To note that the first tranche of amendments to ineffective bus lanes was due to be completed within the next few months.

- 6) To note that the results of the above two trials future bus lane expansion plans for the city and an update on bus lane camera enforcement would be reported to Committee in due course.
- 7) To agree 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.
- 8) To monitor closely in targeted areas changes in overall road traffic volumes, bus times, cycle use, air quality and speeding/parking offences and accidents, and to submit an interim report to the Transport and Environment Committee within nine months of the implementation of the TRO.

(References – Transport and Environment Committee 4 June 2013 (item 7) report by Acting Director of Services for Communities, submitted)

15. The Causey Project - Design Stage Contract Approval

Approval was sought to appoint Ironside Farrar Limited at a cost of £54,642 for the provision of design consultancy services for delivery of detailed design proposals for The Causey Project.

Decision

- 1) To approve the appointment of Ironside Farrar Limited for the provision of design consultancy services for delivery of detailed design proposals for The Causey Project.
- 2) To refer the report to the Finance and Resources Committee for information.

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

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

Details were provided of an objection received as part of the consultation on a proposed Traffic Regulation Order (TRO) to implement parking restrictions and extend a permit bay at West Bow.

Decision

To set aside the objection and make the Traffic Regulation Order TRO/13/29 as advertised with respect to waiting restrictions in the West Bow.

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

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

Details were provided of objections received as part of the consultation on a proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions on Coltbridge Avenue and Coltbridge Vale.

Decision

- 1) To note that the objections against the TRO had been considered.

- 2) To set aside the objections and approve the implementation of the waiting restrictions.

(References – Transport and Environment Committee 19 March 2013 (item 31); report by the Acting Director of Services for Communities, submitted)

18. Objections to Traffic Regulation Order TRO/12/42B – Proposed Waiting Restrictions on Kirkliston Road, South Queensferry

Details were provided of the objections received as part of the consultation on a proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions on Kirkliston Road in South Queensferry.

Decision

- 1) To note that the objections received had been fully considered.
- 2) To approve the implementation of the amended waiting restrictions as detailed in Appendix 1 to the report by the Acting Director of Services for Communities.

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

19. Establishment of Active Travel Forum for Walking and Cycling

Approval was sought for the establishment of an Integrated Active Travel Forum, a new Walking Forum and the reconstitution of the existing Cycling Forum.

It was proposed that the Convener of the Transport and Environment Committee would chair the Active Travel Forum and the Vice-Convener would chair the Cycling Forum and the Walking Forum.

Decision

- 1) To agree to the establishment of the Active Travel Forum, the Walking Forum and the reconstitution of the Cycling Forum.
- 2) To agree to the arrangements and membership including stakeholders and members of the public as set out in Appendix 1 of the report by the Acting Director of Services for Communities.
- 3) To arrange inaugural meetings before the end of this calendar year.

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

20. Cycling – CHAMP Invitation to Belgium

The Council had received European Union funding from the Cycling Heroes Advancing Sustainable Mobility (CHAMP) project between 2011-2014 towards developing solutions to address gaps in its cycling strategy.

Approval was sought for the Convener of the Transport and Environment Committee to attend the CHAMP final project conference to be held in Ghent, Belgium on 11-12 September 2014.

Decision

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

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

21. Environmental Noise Action Plan Update

The Environmental Noise (Scotland) Regulations 2006 set out a framework for managing environmental noise.

Subsequent to round one of the noise mapping exercise three Noise Management Areas and 10 Quiet Areas had been identified by the Edinburgh Working Group.

Decision

- 1) To approve the three Noise Management Areas and 10 Quiet Areas recommended by the Edinburgh Working Group in relation to round one of the noise mapping process.
- 2) To note that the second round of noise mapping had begun and an update would be provided to Committee once this work had been completed at the end of August 2014.

(References – Transport, Infrastructure and Environment Committee 29 July 2008 (item 19); report by the Acting Director of Services for Communities, submitted)

22. Trading Standards Primary Authority Partnership Arrangements

Approval was sought for the establishment of suitable primary authority arrangements with businesses and trade organisations either based in Edinburgh or operating within Edinburgh.

Decision

- 1) To note that Edinburgh Trading Standards Service would set up suitable primary authority arrangements with businesses and trade organisations either based in Edinburgh or operating within Edinburgh.
- 2) To agree that this facility be promoted within Edinburgh and qualifying businesses be invited to negotiate appropriate arrangements.
- 3) That businesses and trade organisations be charged on a cost recovery basis for the primary authority services supplied through the partnership.

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

23. Public Utility Company Performance 2013/14

Performance information relating to public utility companies during the period April 2013 to March 2014 (Quarters 1 to 4) was submitted. Also detailed were proposals for managing public utility performance for 2014/15.

Decision

- 1) To note the report and performance information shown in Appendix A of the report by the Acting Director of Services for Communities, including the arrangements for securing an improved performance level from all Public Utilities.
- 2) To note that future quarterly reports provided to this Committee would include information on the progress of the revised Edinburgh Road Works Ahead Agreement (ERWAA).
- 3) To note that future quarterly reports would include progress on the Improvement Plans requested from Public Utilities.

(References – Transport and Environment Committee 15 January 2013 (item 12); report by the Acting Director of Services for Communities, submitted)

24. Seafield Waste Water Treatment Works – Monitoring of Scottish Water Odour Improvement Plan

The Committee had previously agreed to make representations to Scottish Water to provide an independent emissions inventory at Seafield Waste Water Treatment Works to identify further possible odour reduction measures.

The key findings of the independent odour consultant and a summary by Scottish Water of the measures taken in response to the representations were presented.

Decision

- 1) To note that the Council's odour and monitoring programme indicated that sewerage nuisance and major odour incidents affecting local residents had reduced since 2012, although it was recognised that local residents continued to complain about odour nuisance.
- 2) To note the key findings of the Scottish Water independent Odour Emission Inventory carried out between May and September 2013.
- 3) To note that the Seafield WWTW storm tanks continued to be identified as an odour source from the plant.
- 4) To note that Leith Links Residents Association were concerned that on several occasions the cleaning of the storm tanks had created odours within the community, and they were keen that prevention measures were put in place to prevent any future recurrence of these odours during this process.
- 5) To seek reassurances from Scottish Water that all appropriate measures would be pursued to mitigate and minimise the impact of odour generated by storm tank cleaning in the local community.
- 6) To note the outcome of discussions with Scottish Water on current storm tank use and provision and to instruct officers to engage in further dialogue with Scottish Water on their future plans for odour minimisation at the storm tanks at Seafield WWTW.

- 7) To note that the findings of the Council's odour monitoring and assessment programme indicated that Scottish Water and Veolia Water were currently compliant with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006 (CoP) and that the Odour Improvement Plan (OIP), allied to the improvements in operational management of the works, was currently minimising odour nuisance.
- 8) To note that Abatement Measure A as defined in the Scottish Water and Stirling Water OIP was fully implemented, albeit recognising that the level of complaints regarding odour emanating from the plant which continued to be received from the local community was an ongoing cause for concern for all stakeholders.
- 9) To note that the current Council monitoring programme would continue to ensure that improvements in operational management and sewerage nuisance were sustained and would be reported on following the end of the monitoring period on October 2014.
- 10) To instruct officers to formally advise Scottish Water that Abatement Measure A as set out in the Scottish Water and Stirling Water OIP had been fully implemented and to explore with Scottish Water which of the remaining potential odour improvement measures contained in the further options B to E outlined in the OIP continued to be relevant. To consider those which could still be employed to further reduce odour emissions from the WWTW, and to consider those measures which had already been implemented.
- 11) To instruct officers to contact all other Scottish local authorities to request information on their experience of dealing with odour nuisance from WWTW within their area, with a particular focus on storm tank use and measures introduced to mitigate odour release during cleaning.
- 12) To request a future report on the outcome of ongoing and requested research from elected members and Leith Links Residents Association on the issues of:
 - legal interpretation of a material breach of the CoP
 - information on planning conditions attached to relevant planning consents relating to boundary odour monitoring
 - along with data on any exceedences of a 10 parts per billion of hydrogen sulphide over the past 5 years.
- 13) To note that the Mott MacDonald Report concluded that the storm tanks were responsible for significant odours coming from Seafield.
- 14) To note that on several occasions the cleaning of the Storm Tanks had created odours within the community and that a future re-occurrence of these odours, during this process, may well require the serving of an Enforcement Notice.
- 15) To urge Scottish Water to find an engineering solution to this process.

(References – Transport and Environment Committee 23 November 2012 (item 13); report by the Acting Director of Services for Communities, submitted)

25. Services for Communities Financial Monitoring 2014/15 - Period 2 Position

Details were provided of the period 2 revenue monitoring position for Services for Communities together with the outturn positions against its approved revenue and capital budgets for 2014/2015.

Decision

To note Services for Communities' financial position and actions underway to manage pressures.

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

26. Objections to Proposed Waiting Restrictions at Bellevue Crescent, Coates Gardens and Rothesay Terrace

Details were provided of the objections received during the consultation on a proposed Traffic Regulation Order (TRO) to amend parking at various locations in the New Town and West End.

Decision

- 1) To set aside the objections and makes the Traffic Regulation Order TRO/13/14 as advertised with respect to the parking restrictions in Bellevue Crescent, Coates Gardens and Rothesay Terrace.
- 2) To agree that Chester Street be withdrawn from the proposals.
- 3) To call for a further report outlining options to improve the appearance of communal bins throughout the city, including the possible use of appropriate screening and any steps which could be taken to make the communal bins easier to operate by residents.

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

27. Corporate Performance Framework - Performance from November 2013 to April 2014

An update was given on performance against the transport and environment strategic outcomes for the period November 2013 to April 2014.

Decision

To note the performance information for the period November 2013 to April 2014 and to agree the actions for improvement.

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

28. 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 June 2014, was detailed.

The City of Edinburgh Council had achieved a score of 72 with 95% of the streets surveyed achieving the nationally recognised standard of cleanliness, an improvement in seasonal cleanliness standards from December 2012 to December 2013.

Decision

To note the report.

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

29. Landfill and Recycling

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The positive trend in performance was continuing with the amount of waste sent to landfill reducing by 5% compared to the same period for the previous year.

Information was also provided on complaint numbers. In April and May, there had been on average 513 complaints per week. This was 9% less than for the same period in 2013/14.

Decision

To note the report.

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

30. Parking in the Telford Area - Results of Informal Consultation

The results of the second informal consultation on proposals to introduce priority parking in the Telford area were submitted.

Decision

- 1) To approve the commencement of the Traffic Regulation Order (TRO) and design processes required to introduce priority parking in the Telford area.
- 2) To approve the commencement of the TRO process to introduce lengths of yellow line in various locations around the Telford area.

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

31. Response to the Consultation on the Draft Traffic Signs Regulations and General Direction 2015

The Department of Transport had invited the Council to comment on proposed changes to the Traffic Signs Regulations and General Direction 2015. Approval was sought for the draft response which had been submitted to meet the consultation deadline date on 12 June 2014.

Decision

To approve the response to the consultation on the draft Traffic Signs Regulations and General Directions 2015.

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

Transport and Environment Committee

January to March 2015

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1	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	
2	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	
3	Resilience Edinburgh - Further report	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Jenny Fausset 0131 469 3538 jenny.fausset@edinburgh.gov.uk	

4	Reduction of Speed Limit on Lasswade Road - Objections to Advertised Order	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Callum Smith 0131 469 3592 c.smith@edinburgh.gov.uk	
5	Public Utility Performance - Q2	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Stuart Harding 0131 469 3704 stuart.harding@edinburgh.gov.uk	
6	Pitch and Park Drainage programme	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 469 7055 david.jamieson@edinburgh.gov.uk	
7	Update on the proposed "Tree for Every Child" scheme	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 469 7055 david.jamieson@edinburgh.gov.uk	
8	Green Flag Award & Park Quality Assessments results	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 469 7055 david.jamieson@edinburgh.gov.uk	

9	Update on the event tendering process and the procurement framework for reinstatement works	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 469 7055 david.jamieson@edinburgh.gov.uk	
10	Review of annual events	13 Jan 2015		Acting Director of Services for Communities Lead Officer: David Jamieson 0131 469 7055 david.jamieson@edinburgh.gov.uk	
11	Cleanliness in the City	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Gail Rankin 0131 469 2703 gail.rankin@edinburgh.gov.uk	
12	Corporate Performance Framework: Performance from April to September 2014	13 Jan 2015		Director of Corporate Governance Lead Officer: Jenny Fausset/Paul Jones 0131 469 3538/0131 469 3607 jenny.fausset@edinburgh.gov.uk/ paul.jones@edinburgh.gov.uk	
13	Energy Policy	13 Jan 2015		Director of Corporate Governance Lead Officer: Jenny Fausset/Paul Jones 0131 469 3538/0131 469 3607 jenny.fausset@edinburgh.gov.uk/ paul.jones@edinburgh.gov.uk	

14	Assessment of Supported Bus Services through the Development of a Public Transport Performance Assessment and Management System	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Nazan Kocak 0131 469 3788 nazan.kocak@edinburgh.gov.uk	
15	Proposed Priority Parking - Murrayfield Area, Edinburgh	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Andrew Mackay 0131 469 3577 a.mackay@edinburgh.gov.uk	
16	Delivery of the Local Transport Strategy 2014-19: Strategy for Installing On-Street electric Vehicle Charging Points in Edinburgh	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Clive Brown 0131 469 3630 clive.brown@edinburgh.gov.uk	
17	Delivering the Local Transport Strategy 2014-19: 20mph Speed Limit Roll Out - Proposed network	13 Jan 2015		Acting Director of Services for Communities Lead Officer: Craig Wood 0131 469 3628 craig.wood@edinburgh.gov.uk	
18	Fair Trade Signage	13 Jan 2015		Acting Director of Services for Communities Lead Officer: TBC	

19	Public Utility Performance - Q3	17 March 2015		Acting Director of Services for Communities Lead Officer: Stuart Harding 0131 469 3704 stuart.harding@edinburgh.gov.uk	
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Transport and Environment Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	26.08.2014	Seafield Waste Water Treatment Works – Monitoring of Scottish Water Odour Improvement Plan	<p>To request a future report on the outcome of ongoing and requested research from elected members and LLRA on the issues of:</p> <ul style="list-style-type: none"> • legal interpretation of a material breach of the CoP • information on planning conditions attached to relevant planning consents relating to boundary odour monitoring • along with data on any exceedences of a 10 parts per billion of hydrogen sulphide over the past 5 years. 	<p>Susan Mooney, Head of Service</p> <p>Natalie McKail, Environmental Health, Scientific Services, Bereavement</p>	2 June 2015		
2	26.08.2014	Environmental Noise Action Plan Update	To note the second round of noise mapping has begun, and an update will be provided to Committee once this work is complete at the end of August	Kirsty Morrison, Community Safety Strategic Manager	Spring/Summer 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2014.				
3	26.08.2014	Events in Edinburgh's Parks and Greenspaces.	To ask 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.	David Jamieson, Parks and Greenspace Manager	Spring 2015		
4	26.08.2014	Post Tram City Centre Review – West End	To investigate options to introduce a right turn from Queen Street westbound into Queen Street Gardens East.	Alasdair Sim, Interface Manager	2 June 2015		
5	26.08.2014	Bus Lane Network Review	To note that the results the 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	Len Vallance, Senior Professional Officer, Projects Development	17 March 2015		
6	03.06.2014	Tables and Chairs	A report on the outcomes of the	Iain MacPhail,	13 January 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Summer Festival Trial in George Street	trial.	City Centre Programme Manager			
7	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	13 January 2015		
8	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	13 January 2015	28 October 2014 – item 8.2.	
9	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	13 January 2015		
10	03.06.2014	Delivery of the Local	To note the intention to review the governance and funding	Clive Brown, Project Officer,	13 January 2015		Active Travel Forums now

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Transport Strategy 2014-19	arrangements for the Active Travel Action Plan and in the meantime the intention to continue the employment of the Active Travel (Walking) officer	Strategic Planning			established. Active Travel (Walking) officer position being advertised.
11	18.03.2014	Leith Programme - Update and Objections to Traffic Regulation Order and Redetermination Order Leith Walk (Pilrig Street to Duke Street)	To note the arrangements to future proof the Leith Programme in relation to the potential for an extension to the tram line and the intention to report to Finance and Resources Committee to seek the required budgetary approval	Anna Herriman Partnership and Performance Manager	2 June 2015		
12	18.03.2014	Subsidised Bus Services – Ratho Village and Dumbiedykes	To further agree that the Director of Services for Communities report back once the new contract has been in place for 6 months to consider the need for a public transport link to the city centre and a future link to the Edinburgh International Climbing Arena.	Stuart Lowrie Senior Professional Officer	2 June 2015		
13	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	Susan Mooney, Head of Service Community Safety	28 October 2014	28 October 2014 – Item 7.13	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>secured by Wastesites Scotland Limited.</p> <p>2. Other suitable dog fouling initiatives that could be implemented in Edinburgh</p>	Kirsty Morrison, Community Safety Strategic Manager			
14	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		
15	18.03.2014	Park and Pitch Drainage Programme	<p>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 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</p>	David Jamieson, Parks and Greenspace	13 January 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			following completion of the Parks Events Manifesto consultation				
16	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 policy recommendations for wider roll-out	Lisa Paton, Business and Project Manager	13 January 2015	28 October 2014 – Item 7.14	
17	14.01.2014	Trees in the City – Finalised Policy and Action Plan	<ol style="list-style-type: none"> 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 2. To note that a further report detailing progress on the ‘Tree for Every Child’ project would be made to this Committee in due course 	Keith Logie, Parks Development Manager	13 January 2015		
18	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)	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
19	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	17 March 2015		
20	14.01.2014	Public Bowling Greens	<ol style="list-style-type: none"> 1. To note the need to reduce the number of bowling greens to better reflect level of usage. 2. To approve in principle the process of investigating and agreeing alternative uses for each site. 3. To note the intention to submit a further report on the outcome of this work. 	David Jamieson, Parks and Greenspace Manager	2 June 2015		
21	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 meeting of the Committee.	Chris Day, Project Officer	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
22	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 October 2014	28 October 2014 – Item 7.3	
23	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	17 March 2015		
24	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	2 June 2015		
25	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	13 January 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
26	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	17 March 2015		
27	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	13 January 2015		
28	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)	2 June 2015		
29	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	August 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Services and Local Community Planning Manager			
30	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	2 June 2015		
31	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 	Susan Mooney, Head of Service Natalie McKail, Environmental Health, Scientific Services and Local Community	13 January 2015.		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			to the end of the Intelligent Energy Europe (IEE) funded period, to include proposals for continuation of the project beyond May 2014.	Planning Manager			
32	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	13 January 2015		
33	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	13 January 2015		

Transport and Environment Committee

10.00am Tuesday 28 October 2014

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

Transport and Environment Committee

Convener:	Members:	Contact:
<p data-bbox="172 297 512 376">Convener Councillor Lesley Hinds</p>  <p data-bbox="172 786 517 864">Vice Convener Councillor Adam McVey</p> 	<p data-bbox="604 297 983 837">Councillor Robert Aldridge Councillor Nigel Bagshaw Councillor Gavin Barrie Councillor Chas Booth Councillor Deidre Brock Councillor Karen Doran Councillor Nick Gardner Councillor Allan Jackson Councillor Karen Keil Councillor Alex Lunn Councillor Mark McInnes Councillor Joanna Mowat Councillor Ian Perry</p>	<p data-bbox="1038 297 1481 409">Stuart McLean, Committee Clerk 0131 529 4106 stuart.mclean@edinburgh.gov.uk</p>

Recent news

Local Community Plans 2014-2017

On 23 September 2014 the Communities and Neighbourhoods Committee considered a report providing details of engagement activity involving the communities of Edinburgh to inform development of new local community plans for 2014-2017.

The recently approved [‘Consulting Edinburgh’](#) framework informed the approach.

The local community plans set out the ambitions for each neighbourhood, identifying outcomes, measures and multi-agency action needed to make change happen.

The Communities and Neighbourhoods Committee agreed:

- To note the engagement activity of Neighbourhood Partnerships in developing new local community plans for 2014-2017.
- To agree to receive further reports on the Neighbourhood Partnership local community plans and the new public performance framework at the Communities and Neighbourhoods Committee on 25 November 2014.
- To refer the report to other Executive Committees of the Council for information.

Background

[Development of Neighbourhood Partnership Local Community Plans – 23.09.14](#)

Forthcoming activities:

The next meeting of the Transport and Environment Committee is at 10.00am on Tuesday 13 January 2015 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from Wednesday 7 January 2015.

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Water of Leith Flood Protection Scheme Phase 2 Project Update

Item number	7.1
Report number	
Executive/routine	
Wards	06 - Corstorphine/Murrayfield 11 - City Centre

Executive summary

This report provides an update on Water of Leith Flood Prevention Scheme Phase 2 including details of a revised scope for the scheme, funding arrangements, project governance drawing on lessons learned from Phase 1, procurement and programme.

Links

Coalition pledges	P28
Council outcomes	CO15 , CO21
Single Outcome Agreement	SO4

Water of Leith Flood Prevention Scheme Phase 2 Project Update

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the revised scope of works for the Water of Leith Flood Prevention Scheme Phase 2;
 - 1.1.2 notes realignment and transfer of existing Services for Communities (SfC) capital budgets to fund the shortfall on Phase 2 subject to full Council approval;
 - 1.1.3 notes the governance arrangements on the project which have been developed taking on board the lessons learned from Phase 1;
 - 1.1.4 notes the Design and Build procurement route and that further detailed work is now being carried out in conjunction with the City of Edinburgh Council (CEC) Legal and Procurement in developing the contract structure to support this approach;
 - 1.1.5 notes the outline programme set out in this paper; and
 - 1.1.6 notes that an order will need to be placed with Scotia Gas Networks before the end of 2014 and that approval to enter into any contract will be sought from the Finance and Resources Committee.

Background

- 2.1 In 2012 the Council identified a shortfall in funding for the Water of Leith Flood Prevention Scheme Phase 2 works. As a result, the Council asked Arup to consider options for prioritising sections of the Phase 2 works in order to develop a reconfigured scheme within the available budget. An options appraisal exercise was carried out and a report produced outlining a possible reconfigured scope, the potential mitigation measures which could be adopted and the associated risks.
- 2.2 At the end of 2013 a dedicated CEC project manager was assigned to the Water of Leith Flood Prevention Scheme Phase 2 and a review of the work done by Arup in 2012 commenced in January 2014.

- 2.3 This review and re-appraisal of options was carried out in parallel with a public consultation exercise and an engagement with key stakeholders through the project Stakeholder Engagement Group.
- 2.4 The review is now complete and a reconfigured scheme has been approved by the project Oversight Group.
- 2.5 Minor amendments to the existing planning permissions were submitted in August 2014 and the project is now gearing up to commence procurement.
- 2.6 This report provides a brief overview of the reconfigured scheme and the funding arrangements, it also sets out the governance arrangements now in place on Phase 2, the high level procurement strategy and an outline of the programme prior to construction commencing.

Main report

Scope of Works and Funding

- 3.1 Given the budget shortfall set out below a review of the Water of Leith Flood Prevention Scheme Phase 2 commenced in January 2014 and public open days were held on 20 February and 30 July 2014 as part of a wider consultation exercise. The review is now complete and has concluded that some works will need to be deferred and that efforts should be concentrated in the Murrayfield/Roseburn Park area as this contains the majority of properties that would be affected in the event of a flood.
- 3.2 Outline details of the reconfigured scheme are as follows:
 - a) Defer all works downstream from Corstorphine Road and defer works on Corstorphine road between Kwikfit and the Mazda/Nissan dealership, but consider some local mitigation measures in the form of flood guard defences to limited properties;
 - b) Omit Stank Burn Pumping Station from the scheme;
 - c) Omit sheet piles from embankments and use structural fill in lieu of as-dug material;
 - d) Retain existing Roseburn Park wall with the requisite heightening and strengthening works carried out in the north east corner of the park;
 - e) Realign flood defence wall behind properties on Baird Grove to minimise disruption during construction;
 - f) Replace gravity wall at 100 to 106 Baird Drive with sheet piled wall to remove requirement to underpin properties; and
 - g) Construct the permanent defences between Saughtonhall Avenue Bridge and Riversdale Crescent.

- 3.3 The reconfigured scheme is estimated to cost £25.241m including a provision for risk taking on board lessons learned from Phase 1. It should be noted that the estimated construction costs for the scheme are considerably lower than the overall budget.
- 3.4 Funding for the reconfigured scheme has been discussed at the project Oversight Group and a recommendation was submitted to the Finance and Resource Committee in August that budgets are realigned in the SfC Capital Investment Programme and funds transferred from previously approved projects to fund the shortfall on the reconfigured Water of Leith Phase 2. The table below provides an overview of the funding sources.

Capital Budget transferred to fund shortfall	Comments
SfC Capital Contingency	Amalgamation of various project under spends
Food Waste	Under spend on project
West End Public Realm	Under spend on project
WoL Phase 1	Transfer from project budget after considering future compensation events. Exercise carried out by Water of Leith Working Group to consider possible future claims and consensus reached on prudent allowance for future expenditure. Outstanding budgets reallocated on this basis.
Braidburn	Transfer from project budget after considering future compensation events. Exercise carried out by Water of Leith Working Group to consider possible future claims and consensus reached on prudent allowance for future expenditure. Outstanding budgets reallocated on this basis.
Carriageway/Footway Works [block]	Transfer from block budget with commitment that any future budget savings and under spends elsewhere in the SfC capital programme will be used to reinstate this transfer

- 3.5 At its meeting of 28 August 2014 the Finance and Resources Committee, in approving the revised Capital Programme for 2014–2019, noted the proposed realignment of capital budgets to fund the shortfall on Phase 2. Council subsequently approved this realignment on 25 September 2014.

Project Governance

Lessons Learned from Water of Leith FPS Phase 1

- 3.6 There are a number of lessons learned identified from Phase 1 that have been taken on board in developing the delivery strategy for Phase 2. These are set out below and form the basis for the approach set out in this report.

- Re-affirming the Senior Reporting Officer (SRO) and Sponsor roles to provide strong leadership with central commercial oversight of the project;
- The appointment of a Council Project Manager to mitigate an over-reliance on an external project management company;
- Closer monitoring of the project to pick up on early warnings;
- Carrying out an independent review of contract and design adequacy;
- Improving the understanding of contractual risk allocation;
- Carrying out comprehensive ground investigation to mitigate as far as possible against unforeseen ground conditions;
- Recognising and dealing with were risks associated with the diversion of public utilities;
- Ensuring the award criteria for Phase 2 balances price and quality;
- Developing robust change management procedures to deal with scope change on the project;
- Taking account of possible flooding while the Works are being carried out;
- Agreeing mitigation measures and risk allocation in relation to protesters;
- Ensuring papers being submitted to the project oversight group are clear and provided in a timely manner;
- Carrying out regular CPO Assurance Reviews to provide an objective assessment of progress being made on the project; and
- Dealing with key issues which led to disputes with the Contractor on Phase 1 in relation to piling, temporary flood defences, access and perceived ambiguities in the contract documentation.

Core issues

- 3.7 Regarding the core substantive issues on Phase 1 it is clear that encountering ground conditions and public utilities different to those anticipated when the work was tendered was a contributory factor in the cost and time overrun. As the design was developed by the Council's technical advisors the Contractor was able to make claims in relation to the buildability of the design. This is one of the factors considered in reaching conclusions below regarding the Design and Build form of contract for Phase 2. Additional ground investigations are also being carried out for Phase 2 to supplement those carried out previously.
- 3.8 Another issue highlighted by the Phase 1 team relates to the award criteria applied in selecting the Contractor to construct the works. The award criteria were heavily weighted in favour of cost which led to quality issues once the works were on site. The weightings for Phase 2 will be subject to an options analysis and various pricing and quality scenarios will be tested prior to finalising the criteria.
- 3.9 A third key point to note in respect of Phase 1 is the robustness of the contract documentation. This could have been more robust in relation to the allocation of risk, measurement of the works and the Council's requirements in relation to accommodation works. On Phase 2 a detailed analysis of all risks is being carried out and a dedicated technical drafter has been appointed to draft the works requirements for the project. The Commercial Manager for the project is an expert in the NEC form of contract and will be taking a hands-on approach to developing the contract in conjunction with the Council's legal team and external legal advisors. It is also anticipated that a claims review will be carried out prior to the tender documents being released.

Oversight and Working Groups

- 3.10 The Acting Head of Transport has been confirmed as the Senior Responsible Officer (SRO) for the project and an Oversight Group has been established with formal terms of reference to ensure strong leadership. Key sponsors are represented at the Oversight Group including the Head of Corporate Programmes and Head of Finance. A Working Group has also been established with formal terms of reference and this group includes representation from Finance, Legal and Procurement as well as other key Council departments.
- 3.11 The Oversight Group meets on a bi-monthly basis or more regularly as required. The Working Group meets monthly and a list of Early Warnings and Issues are standing items on the Working Group Agenda utilising the project progress report which is produced on a monthly basis and is submitted to the Corporate Programme Office. Any key issues identified by the Working Group are then escalated to senior management at the Oversight Group. Formal Terms of Reference for both groups are set out in Appendix 1.

Risk Management

- 3.12 A process has now been put in place whereby Legal and Procurement will work closely with the project team in reviewing and agreeing the commercial framework for Phase 2.
- 3.13 In carrying out this exercise an in depth review of all project risks is being undertaken and risks are being formally allocated prior to the construction contract being drafted. Risks will generally fall into one of three categories. Firstly they may be retained by the Council in instances where the cost of risk transfer is prohibitive, there is no market appetite for the risk and/or the risk is best managed by the Council. Secondly a decision may be taken to seek to transfer the risk to the works contractor, this will be done after considering standard industry practice, whether the counter party has sufficient information to realistically price and manage the risk and/or if transferring the risk will provide optimal value to the Council. The third category is where it is considered prudent to share risks between the Council and the contractor and there are provisions within construction contracts to regulate the governance of risk sharing.
- 3.14 There is always a fine balance in apportioning risks in a construction contract and the project will draw on expertise within the project team together with legal and procurement input in finalising the apportionment exercise.

Roles and Responsibilities

- 3.15 Roles are clearly defined in the terms of reference for the Oversight and Working Groups. A dedicated Council Project Manager has been appointed through an agency and is acting on behalf of the Council in respect of all project related matters. The Project Manager attends both the Working and Oversight group meetings and is accountable for all matters relating to project delivery. Since commencing on the project the Project Manager has assembled a small project team to manage the preliminary stages of the project which is made up of Council staff, an agency construction manager, a consultant engineer and a consultant commercial manager. With the exception of the engineer the project team is based in Waverley Court and is working to all Council processes and procedures.

Internal Assurance Reviews

- 3.16 In line with Council best practice it has been agreed with the Corporate Programme Office (CPO) that internal Assurance Reviews of the project will be carried out starting in September 2014. These reviews have been scheduled to take place at the following key milestones:
- Prior to the publication of an OJEU Notice for the main construction contract;
 - Prior to Tender documents being released for the main construction contract; and
 - Prior to the award of the main construction contract.

- 3.17 These Assurance Reviews will follow standard CPO procedures and the findings will be reported to the Oversight Group and senior management.

Independent Reviews

- 3.18 An initial review of the design for Phase 2 has been undertaken by CH2M Hill and the findings of the review are being incorporated into the development of the delivery strategy for Phase 2. The review did not find any fundamental issues with the design although recommendations included making provision for additional ground investigation and consolidating information relating to site logistics. The Contract documentation for Phase 2 is currently being prepared and this will be reviewed by the project team and external legal advisors prior to tenders being issued. Consideration is also being given to carrying out a claims review prior to contract award.

Procurement

Design Options

- 3.19 Prior to selecting the appropriate Form of Contract for Phase 2 consideration was given to the allocation of risk as it relates to design. The client design approach taken on Phase 1 proved to be unsuccessful with some significant risks retained by the Council, particularly in relation to design changes and physical conditions on site.
- 3.20 If the Council was to retain responsibility for design in the delivery of Phase 2 it would largely be retaining the same risks as those that contributed to the problems encountered on Phase 1 (albeit there could be some reallocation of risk to take on board some of the lessons learned from Phase 1). The approach would also provide little or no scope for innovation by bidders in a competitive environment although it is recognised the scope for innovation will be limited given the constraints laid down by the statutory powers. There are always risks in separating out the design from the build element and an opportunity exists on Phase 2 to reallocate the risks in such a way as to provide the Council with additional protection from claims that are related to design issues and/or deficiencies in the design.
- 3.21 Adopting a design and build approach to Phase 2 could counter some of the risks experienced on Phase 1 and would provide the Council with an opportunity to allow the market to carry out a due diligence exercise on the existing Arup design as part of the tender process. Moving to a design and build model would also mean transferring the majority of the design risk to the contractor and in doing so the bidders would be incentivised to carry out the required level of due diligence. The design element would be a detailed design based on the parameters of the original Flood Prevention Order, with the contractor thereafter taking responsibility for construction of its own design. A more detailed description of the advantages and disadvantages of the design and build approach can be found in Appendix 2.

- 3.22 Based on the observations above and the points set out in Appendix 2 a recommendation was made to the Water of Leith Flood Prevention Scheme Phase 2 Oversight Group that the project should be delivered using a design and build approach. Further detailed work is now being carried out in conjunction with CEC Legal and Procurement in developing the contract structure to support this approach and this will be subject to independent legal review prior to the tender documentation being released.

Programme

- 3.23 Based on a Council funding decision in September 2014 a notice will be published in the Official Journal of the European Union (OJEU) seeking expressions of interest from potential tenders.
- 3.24 The scheme procurement is likely to take approximately 12 months from publication of the OJEU which allows time for tender preparation, prequalification of tenderers, tender and outline design, tender evaluation, assurance reviews and all necessary committee approvals.
- 3.25 An advanced works package to divert a 600mm gas main is required prior to the main works commencing and an order will need to be placed with Scotia Gas Networks in autumn 2014 to allow works to commence in spring 2015. Approval to proceed with the advanced works will be sought from the Finance and Resources Committee.
- 3.26 The programme set out above is contingent upon the Council reaching final agreement with the Scottish Rugby Union (SRU) in relation to the transfer of land and some outstanding technical issues. Discussions with the SRU since January 2014 have been productive although final agreement is yet to be reached.

Measures of success

- 4.1 Modifications to the spillways at Threipmuir, Harlaw and Harperigg Reservoirs in 2010 are helping to reduce the risk of flooding downstream. This benefits all risk properties along the length of the watercourse by providing additional storage capacity when storms occur.
- 4.2 Full Phase 2 is seeking to provide 1:200 year protection to over 400 properties – over 200 of which are residential properties directly affected by a flood event. The project will also provide protection to the national rugby stadium and Murrayfield Ice Rink.

Financial impact

- 5.1 The reconfigured scheme is estimated to cost £25.241m and a paper was submitted to the Finance and Resource Committee on 28 August 2014 outlining how Services for Communities have realigned budgets and transferred funds within the existing Capital Investment Programme from previously approved projects to fund the shortfall on the reconfigured Water of Leith Phase 2. The paper has been referred to full Council for approval on 25 September 2014.
- 5.2 The budget for the reconfigured scheme has been re-assessed and includes provision for construction risk and a contingency sum for unforeseen events.
- 5.3 Monthly financial reporting is now in place through the Working Group, Oversight Group and Corporate Programme Office and any significant issues likely to increase the overall funding requirement will be flagged early to ensure the necessary mitigation measures are put in place.

Risk, policy, compliance and governance impact

- 6.1 Given the cost overruns of previous flood defence schemes a lessons learned exercise was carried out and measures have now been put in place to mitigate the issues that contributed to previous cost overruns.
- 6.2 The project has developed a comprehensive risk register and this is being used to develop the risk apportionment under the construction contract.

Equalities impact

- 7.1 A Record of Rights and Equalities Impact Assessment has been carried out for this report.

Sustainability impact

- 8.1 As part of the planning process, an environmental impact assessment was carried out and an action plan prepared for each Phase of the Scheme. The environmental impact of the scheme is mitigated by the agreed action plan which will be included in the contract documentation for Phase 2. This defines the Contractors' work methods and the restoration of the areas post construction.

Consultation and engagement

- 9.1 Consultation has been undertaken several times during the course of the project:
- 9.1.1 Promotion of the Flood Prevention Order in April 2003;
 - 9.1.2 Planning Application of November 2003 (Planning Application Ref 03/04204/CEC);
 - 9.1.3 Planning Application of February 2008 (Planning Application Ref 08/00609/FUL);
 - 9.1.4 Modified Flood Scheme consultation in September 2005;
 - 9.1.5 Confirmed Scheme (Flood Prevention Order) in March 2007; and
 - 9.1.6 Reconfigured Flood Scheme February 2014 and July 2014 as well as bi-monthly Stakeholder Engagement meetings and direct contact with residents immediately adjacent to the works.

Background reading/external references

None Required.

John Bury

Acting Director of Services for Communities

Contact: Rob Leech, Project Director, Water of Leith Flood Prevention Scheme Phase 2

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Links

Coalition pledges	P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO15 – The public are protected. CO21 – Safe – residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix A – Advantages and Disadvantages of Design and Build

Appendix 1

Terms of Reference for Project Oversight & Working Groups

Oversight Group

Purpose

The Group's purpose will be to drive forward and deliver the agreed outcomes and the benefits of the project through scrutiny and guidance of each phase of the project.

Objectives of the Group

For the Water of Leith Flood Prevention Scheme the Oversight Group will

- define the acceptable risk profile and risk thresholds of the project
- set the delegated authority rules and the escalation protocol within which the project must operate
- ensure that the project delivers within its agreed parameters (cost, time, organizational impact, benefits)
- resolve strategic issues taking into account engagement with stakeholders
- understand and manage the impact of change, including appropriate change control processes
- consider risks and issues escalated to the Oversight Group
- consider appropriate action to manage dependencies with other areas of the Council
- ensure the appropriate skill levels and resources are deployed on the project
- set project tolerances (including financial and degree of delegation)

Meetings

The group will meet at two month intervals, at times and locations to be confirmed.

Status reports will be provided by the Project Management Team on

- Programme/progress
- Finance and commercial
- Risk
- Issues requiring escalation
- Key milestones
- Dependencies
- Benefits

- Change control
- Tolerances
- 3rd Party Compensation

Standard attendee list:

Chair - SRO

Vice Chair - Head of Corporate Programmes

Group members - Head of Finance

Advisors to the group - Major Projects Manager (Corporate Programme Office), Traffic and Engineering Manager, Legal Services Manager

Project team – Water of Leith Flood Prevention Client Project Manager and NEC Project Manager (At appropriate time)

Standard Agenda Items

- Actions from previous meeting
- Highlight Report (Project Manager)
- Issues referred from Working Group
- Programme
- Costs
- Risk and Issues registers
- Compensation
- AOCB

Project Tolerances

The Oversight Group will decide on all matters affecting project delivery within the approved 5 year Capital Investment Programme project budget for the project subject to contract standing orders and the scheme of delegation. Matters which fall outwith the above will be referred to the relevant committee of the Council.

Working Group

Purpose

The Group's purpose will be to scrutinise / monitor the management and progress of the Water of Leith Flood Prevention Project and provide support to the Oversight Group.

Objectives of the Group

For the Water of Leith Flood Prevention Scheme the Working Group will

- scrutinise the information provided by the Project Manager to ensure that the directions given by the Oversight Group are carried out
- scrutinise in detail the day-to-day management aspects of the Water of Leith Flood Prevention Scheme and take decisions, within agreed tolerances, on programme, budgets, and on matters referred by the Project Manager
- refer decisions outwith agreed tolerances to the Oversight group
- report to the Oversight Group and make recommendations on matters requiring resolution
- receive reports from and instruct the Project Manager in relation to changes and project tolerances as defined by the Oversight Group
- ensure project delivery within agreed parameters (cost, time, organisational impact, benefits)
- manage the impact of risk and change, including appropriate change control processes within the tolerances set by the Oversight Group
- manage risk and issues delegated by the Senior Responsible Officer and where appropriate escalate to the Oversight Group

Meetings

The group will meet every 4 weeks (or more frequently as required) intervals at times and locations to be confirmed.

Project status reports will be provided by the Project Managers on

- Programme/progress
- Finance and commercial
- Risk
- Issues requiring escalation
- Key milestones
- Dependencies
- Benefits
- Change Management requests
- 3rd party compensation

Standard attendee list:

Chair - Traffic and Engineering Manager

Group members - Legal Services, Finance, Corporate Communications, Planning, Estates, Corporate Programme Office, Procurement (as required), Neighbourhood Team (as required)

Advisors - Maintenance Manager, Project Manager

Suppliers for some items on the agenda - Representative from Consultant & Representative from Contractor

Standard Agenda Items

- Feasibility
- Detailed design
- Site supervision
- Finance (budgets)
- Programme
- Risk/Issues Registers
- Early Warnings/Contractual Matters
- Legal Matters
- Property/Land Matters
- Planning Matters
- Communications
- Change Management
- 3rd party compensation

Papers on the various issues to be discussed at the Working Group will require to be circulated at least 7 days in advance of meetings

Project Tolerances

The Working Group can make decisions on matters which will increase individual elements of the project costs by less than £50,000 individually or £250,000 aggregated subject to the overall project cost remaining within the approved 5 year Capital Investment Programme budget for the project.

The Working Group can make decisions on matters which will delay delivery of the completion date for the project programme by less than one month

The Working Group can make decisions on matters relating to 3rd party compensation subject to remaining within the approved project budget for compensation.

Anything which will exceed the above tolerances must be referred to the Oversight Group

Appendix 2

Advantages & Disadvantages of Design & Build

Some of the advantages and disadvantages of the design and build approach are:

Advantages of Design and Build

- Single point responsibility - The contractor is responsible for the design and the construction. Therefore the Council would have a single point of responsibility and liability against the contractor. This is more advantageous than the traditional forms of contract where the Council has entered into separate construction and design agreements;
- Acceptance of design - Because the contractor is responsible for the design and the construction, the contractor and its supply chain are involved in the production of the design to be used, and hence 'buy-in' to that design. Also, it follows that the design is more likely to be 'buildable' than may be the case under other procurement methods;
- Cost certainty - It is generally the case that, as the contractor can use its experience and expertise in providing a design that allows it to buy goods and services which allows it to obtain the best buying margins, the design and build procurement route can be more cost effective and can provide more cost certainty - provided, of course, that the Council does not continually change the brief; and
- There is less client management/consultant involvement required during construction, and this therefore results in lower direct management costs and consultants' fees for the Council.

Disadvantages of Design and Build

- The initial price may be higher as the contractor may build into his price a 'risk premium'. This however provides the Council with more transparency on price, prior to awarding the construction contract and may lead to overall better cost certainty;
- Post-contract variations can be more expensive, and it is often more difficult to monitor the additional charges raised (particularly where works are priced on the basis of a specification and drawings). In the case of the Water of Leith Phase 2, however, the budgetary constraints are likely to dictate that there will be very few changes to the requirements;
- The client has less control and influence over design matters and there is not as much flexibility in the contract if the Council wishes to change a criteria such as a stakeholder requirement. While this can be troublesome it can also act as a deterrent to late Council changes as the cost of such changes can be prohibitive;
- There can be difficulties in defining the scope of the work under a performance specification and key decisions will need to be made in relation to matters such as seepage and load criteria. To counter this the project team intends employing an external "Technical Author" with experience of design and build contracts;

- There may be a conflict between the client's requirements and the contractor's proposals unless both documents are carefully checked. This conflict can be obviated by making it clear in the contract which document takes precedence. This is relevant to Phase 2 as the contractor's proposals and design are likely to be derived from the Arup flood model and care will need to be taken in contract drafting to mitigate any risk to the Council;
- Design quality - Because it is often perceived that the contractor is driven by price rather than by design standards, it is often considered that the design and build procurement route is not the appropriate route to use where a high quality design is required, unless a robust specification is included within the client's requirements. This however applies more to high profile structures and buildings and is not likely to be an issue on Phase 2.

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Water of Leith Basin

Item number 7.2
Report number
Executive/routine
Wards

Executive summary

This report gives detail on siltation in the Water of Leith Basin and provides advice on the Council's obligations. The report also details the various parties which have an interest in the basins and how their operations affect siltation and water levels.

The silt level in the Water of Leith has continued to build up since the docks were impounded in 1969.

The Council has undertaken surveys to model the impact of flooding to the Leith area around the Water of Leith.

The report demonstrates that it is not anticipated that the Water of Leith will flood out of bank at the Water of Leith Basin, until approximately the 1 in 200 year flood event. The 1 in 200 year event, is a flood event that statistically has a 0.5 percent likelihood of occurrence in any year.

The Friends of the Water of Leith Basin has expressed concerns in relation to this siltation, from flooding and amenity perspectives.

Links

Coalition pledges [P28](#)
Council outcomes [CO19](#)
Single Outcome Agreement [SO4](#)

Water of Leith Basin

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves that further investigations be undertaken in 2015/16 and the level of flood risk be re-evaluated; and
 - 1.1.2 notes the content of this report in respect of the responsibilities of the various parties, the operation of the docks, flood risk and siltation in relation to the Water of Leith Basin.

Background

- 2.1 Silt has built up in the Water of Leith Basin since the docks were formed in 1969. Prior to the docks being formed, the Water of Leith flowed directly into the Firth of Forth and was faster flowing. As the river is now retained at a higher level to permit the Docks to function, this has resulted in the water flowing slower and silt being deposited in the Water of Leith Basin.
- 2.2 Forth Ports impound the river, as this is necessary to undertake its routine business. This is permitted and the Forth Ports Authority Order Confirmation Act 1969 gives it the right to do this but it must not allow water to exceed a given level. Forth Ports does this by closely monitoring flows in the river and weather forecasts and if the need arises, it will release water into the Firth of Forth.
- 2.3 There are culverts adjacent to the dock gates, which allow water to flow into the Firth of Forth during normal flows. It should be noted that these culverts cannot operate when the sea level is higher than the level of water inside the docks.
- 2.4 “The Friends of the Water of Leith Basin” has expressed concerns in relation to this siltation from flooding and amenity perspectives.
- 2.5 A company called Water of Leith 2000 owns the Water of Leith Basin.
- 2.6 The effects of the operation of the Docks and the siltation were considered in the development of the Water of Leith Flood Prevention Scheme.

- 2.7 The Council has powers under the Flood Risk Management (Scotland) Act 2009, to serve notice on landowners to take action to reduce the risk of flooding but does not have the power to compel them to act. The Council can act to reduce flood risk but cannot recover costs.
- 2.8 A study undertaken in the development of the Water of Leith Flood Prevention Scheme suggests the risk of flooding of the adjacent area, from the river flow, is approximately at the 1 in 200 year event level. This risk is considered to be sufficiently low such that the Council would not seek to reduce the risk further.
- 2.9 It is intended to re-evaluate the flood risk in this area in 2015/16 and this will include surveying the silt deposition in this area.

Main report

Layout of Basin and Docks

- 3.1 The Water of Leith originally discharged into the Firth of Forth before the construction of Leith Docks. The river now discharges into Leith Docks at Tower Street opposite Victoria Dock. Flow from the docks then discharges into the Firth of Forth, through the culverts in the sealing dam. Forth Ports own and operate these docks.
- 3.2 There is a sealing dam which retains water levels in the docks at low tide and excludes sea water from the docks at high tide. A shipping lock is located at the eastern end of the sealing dam. A plan of Leith Docks is shown in Appendix A.
- 3.3 The operation of the docks is such that the river is effectively dammed (impounded) in part and the level of the water in the docks is held at a near constant level. The impact of the retention of the river at this higher level in the docks extends as far as West Bowling Green Street bridge.
- 3.4 A consequence of this impoundment is slower flowing water in this stretch of the river and this has resulted in the deposition of silt. Figure 2 in Appendix B details the stretch of the Water of Leith that is affected by siltation.

Responsibilities

- 3.5 The Scottish Environment Protection Agency (SEPA) is Scotland's environmental regulator.
- 3.6 In relation to flooding SEPA is responsible for the provision of flood warnings and helps local authorities identify sustainable actions to manage flooding.
- 3.7 SEPA is the Competent Authority as defined in the Flood Risk Management (Scotland) Act 2009 [FRM(S)A 2009] and has various other roles that relate primarily to the delivery of information and co-ordination of flood risk management in Scotland.

- 3.8 Forth Ports is responsible for the operation of the docks and this is governed by the Forth Ports Confirmation Act 1969.
- 3.9 In relation to flooding, the City of Edinburgh Council manages existing flood defences and inspects and maintains watercourses to reduce the risk of flooding. In some circumstances it offers flood protection products (but has no duty to do so); and works with emergency services in response to severe flooding.
- 3.10 Under the FRM(S)A 2009 the Council has a duty to assess flood risk. If it is considered that there is a real risk of flooding the Council can serve notice on the landowner, however, the Council does not have any powers to compel any landowner to take action. The Council does have the necessary powers to take entry and take any actions it considers necessary to mitigate the risk of flooding, however these costs cannot be recovered.
- 3.11 The Environmental Protection Act 1990 section 79 – Statutory Nuisances and Inspections thereof, gives the Council powers to take action where an environmental situation may be prejudicial to health or is causing a nuisance.
- 3.12 “Water of Leith 2000” is a water based development company which offers business accommodation on barges that are moored in the Water of Leith Basin. “Water of Leith 2000” owns this stretch of the river and the responsibility for the siltation rests with the owners of the river.
- 3.13 “The Friends of the Water of Leith Basin” is a group which has a general interest in the promotion of the area in and around the Water of Leith Basin. This group is active in conservation and general amenity value of the area.

Operation of the Docks

- 3.14 It is critical to the operation of the docks that water levels are maintained at a high and near constant level. The operation of the docks is governed by the Forth Ports Confirmation Act 1969 and Forth Ports cannot cause or permit the water in the Port of Leith to rise above 3.047 metres (m) Above Ordnance Datum (AOD) except at any time when the sea level outside the harbour has also risen above 3.047m AOD.
- 3.15 The sealing dam which retains water levels in the docks has a top level of approximately 4.0m AOD.
- 3.16 Forth Ports operates a flood bypass culvert adjacent to the lock gates to maintain water levels in the Port of Leith. This culvert effectively routes water around the dock gates, allowing normal flows to discharge into the Firth of Forth. Forth Ports introduced this facility following the flooding in April 2000. This culvert can only be brought into operation provided the sea level is below the level of water in the Docks.
- 3.17 Provided the sea level is below that within the dock, water can be discharged to the sea through the flood bypass culvert. This culvert bypasses the lock gates.

- 3.18 It should be noted that if the sea level is above the level of water in the Docks, the Docks are effectively providing a coastal defence.

Flood Risk

- 3.19 SEPA has produced and published Flood Maps which can be found on its website. The map for the Leith Area shows the area upstream of the docks to be at a medium risk of flooding from the river. A medium flood risk equates to a 1 in 200 year flood event.
- 3.20 The Council originally promoted the Water of Leith Flood Prevention Scheme in 2003 and flood prevention work has been undertaken upstream on the Water of Leith, to protect business and residential properties.
- 3.21 A feature of the Water of Leith Flood Prevention Scheme is the creation of additional storage in the reservoirs in the headwater of the river. This additional storage reduces flows in times of flood and has resulted in a reduction in flood risk to all areas on the river, including the Water of Leith Basin.
- 3.22 The first phase of the flood defence works, within the city, was complete in May 2014, with protection being provided between Bonnington Mills and Veitch's Square.
- 3.23 The second phase of works is currently at the planning stage. A separate report on Phase 2 of the Water of Leith Flood Prevention Scheme is being considered by this Committee.
- 3.24 The stretch of the river from Bonnington Mills to the Docks was also considered in the development of the Water of Leith Flood Prevention Scheme. The Council's consultant, Arup was instructed to establish if the flood prevention infrastructure at Leith Dock, was sufficiently robust to protect properties potentially at risk at the Water of Leith Basin and at Leith Docks. Arup was also asked to give consideration to the impact of siltation.
- 3.26 Arup concluded that the flood risk at Leith Docks is dependent upon the flow in the river and the level of the tide. The level of the tide impacts on Forth Ports' ability to discharge water in the Firth of Forth.
- 3.27 The river modelling, undertaken by Arup, suggests that minor flows are likely to occur out-of-bank at the 1 in 200 year event, including an allowance for climate change. The extent of this flooding was not mapped but it was noted that adjacent property floor levels were above this level. However, SEPA has undertaken this mapping and has concluded that the area near the Water of Leith Basin, is at risk of flooding from a 1 in 200 year flood.

3.28 The above is based upon Forth Ports maintaining the maximum water level in the dock at 3.047m AOD. However, it should be noted that Forth Ports receive flood warnings from SEPA and has the ability to discharge water as described under 'Operation of the Docks'. Forth Ports operates the dock gates and the overflow culvert in an appropriate manner. It retains the water at a given level and monitors water levels (having access to telemetry and receive flood alerts) and weather forecasts. Forth Ports then draw the water level down if necessary. It should also be noted that, should flooding occur, this would have an impact on the docks, therefore, it is in the interest of Forth Ports, to manage the situation appropriately.

Siltation

3.29 The area of the river which has been subjected to siltation is shown in Figure 2, which is contained in Appendix 2. This siltation has occurred as a direct result of the impoundment of the river at the Docks.

3.30 Forth Ports dredges the area of the harbour under its control for the requirements of ship movements. This does not include the Water of Leith Basin, where the presence of bridges prevents access by conventional dredgers.

3.31 The Water of Leith Basin is owned by "Water of Leith 2000" and the responsibility for the siltation rests with it as owner of the river at this location. It should be stressed that the Council has a duty to assess flood risk and can serve notice under the FRM(S)A 2009, although it does not have any powers to compel landowners to take any action.

3.32 At present, it is considered that flood risk in the area is primarily affected by other factors, such as combinations of river flow with tidal surge, and the operation of the bypass culvert by Forth Ports. It is the impounded water level in the docks and the ability to discharge water into the Firth of Forth that dictates normal water levels in the Water of Leith Basin. The volume of water the culvert can pass into the Firth of Forth is heavily influenced by the seal level. However, it was recommended that removing silt should be considered were the depth of silt to increase by 250mm above the levels recorded, when the study was undertaken in the development of the Water of Leith Flood Prevention Scheme in 2003. It should be noted that the predicted still water level with an additional 250mm of silt, is still below the top of bank, as it is customary to give an allowance of 300mm known as freeboard, to allow for uncertainties such as wave action.

- 3.33 Surveys were undertaken on behalf of the Council to establish the extent of siltation in 2003 and 2010. The 2003 survey was necessary to develop the mathematical model of the watercourse in developing the Water of Leith Flood Prevention Scheme. The 2010 survey was limited in its extent and it is difficult to estimate the amount of siltation that has built up since 2003 with any accuracy. Accordingly, it is proposed to engage a consultant in the next financial year to survey the extent of the siltation and re-evaluate the effect of the siltation. This re-evaluation will include further modelling of the Water of Leith Basin and assess what, if any, mitigation measures are necessary.

Amenity

- 3.34 The Council has the powers to take action where an environmental situation may be prejudicial to health or is causing a nuisance. Such situations include, but are not limited to, any accumulation or deposit. Where the statutory nuisance is on private land, it is the responsibility of the owner to resolve the nuisance being caused and if the owner does not comply, then the Council can take legal action against the owner to resolve.

Measures of success

- 4.1 Additional storage has been created in the reservoirs on the headwaters of the Water of Leith. The result of this is to reduce the flow in the river during a severe storm, thus minimising the risk of flooding to all downstream of the reservoirs, including those at the Water of Leith Basin. The peak flow in the river during the 1 in 200 year event (plus climate change), is reduced from approximately 177 cubic metres per second, to 98 cubic metres per second, as a result of the work undertaken at the reservoirs.

Financial impact

- 5.1 An allowance of £45,000 will be made in the Flood Revenue Budget 2015/16 to undertake the survey of silt at the Water of Leith Basin and the investigations by consultants.

Risk, policy, compliance and governance impact

- 6.1 If the recommendation to undertake further investigations in 2015/16 and to re-evaluate the level of flood risk is approved, this will ensure that any properties in the area adjacent to the Water of Leith Basin that are risk, will be identified.
- 6.2 Should any properties be identified the situation can be assessed and if necessary appropriate action can be taken.

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equality Act 2010 and it is considered that a full Equality and Rights Impact Assessment (ERIA) is not required at this stage. Following the investigations in 2015/16, if it is established that works may be required, further consideration will be given to Equalities, as any work required would likely be disruptive to the area.

Sustainability impact

- 8.1 The study carried out in developing the Water of Leith Flood Prevention Scheme, already includes an allowance for climate change.
- 8.2 An Environmental Assessment will be required, if it is established that work to mitigate the risk of flooding is necessary.
- 8.3 The relevant approvals will be sought from Marine Scotland and SEPA, if it is established that it is necessary to remove silt.

Consultation and engagement

- 9.1 Consultation has been undertaken with SEPA, in relation to flood modelling and forecasting.
- 9.2 A number of meetings have taken place with “The Friends of the Water of Leith Basin” and SEPA in relation to Flood Risk.

Background reading/external references

Flood Risk Management (Scotland) Act 2009

Forth Ports Authority Order Confirmation Act 1969

John Bury

Acting Director Services for Communities

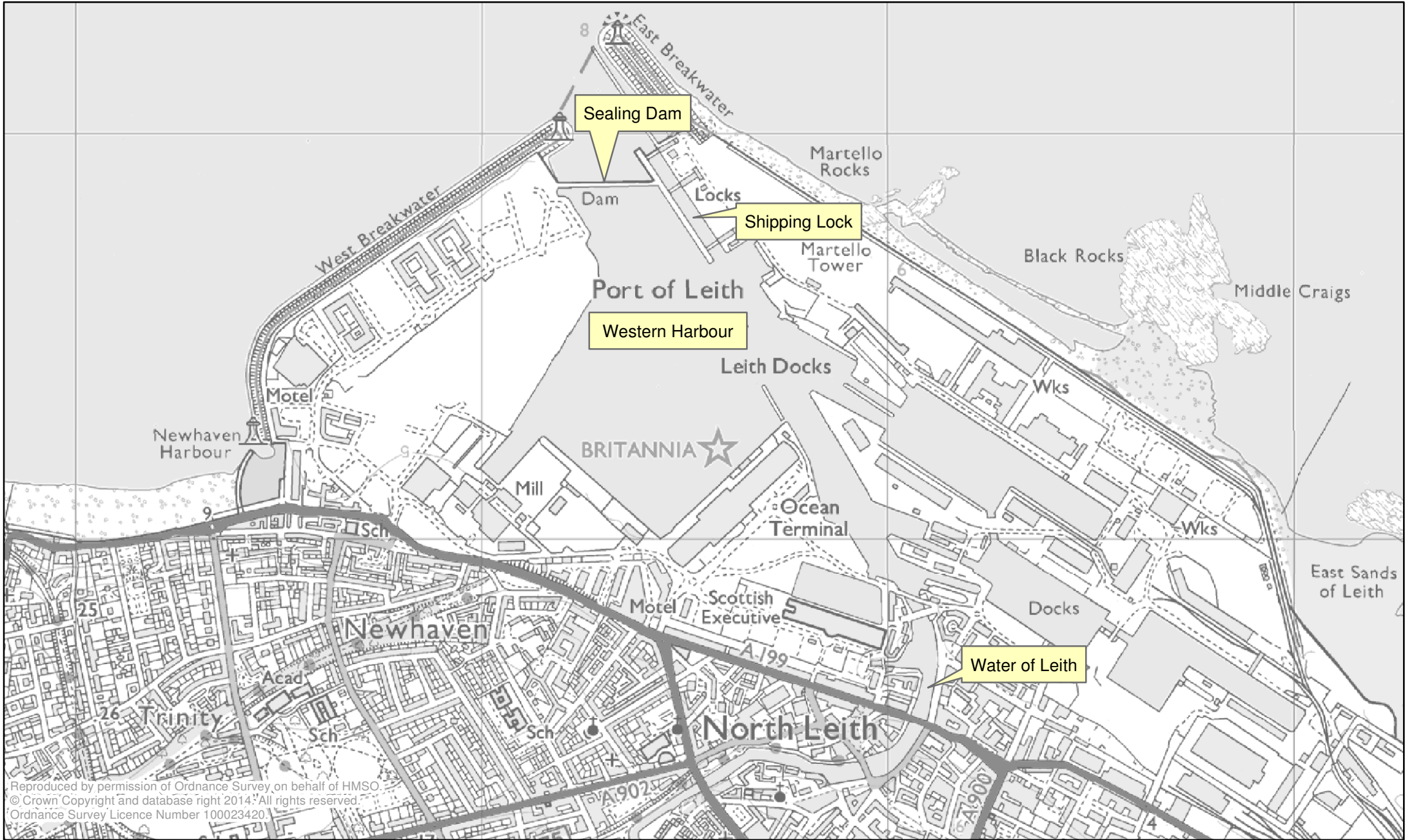
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Links

Coalition pledges	P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	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
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	A – Layout of Docks B – Layout of Water of Leith Basin

Appendix A (Dock)

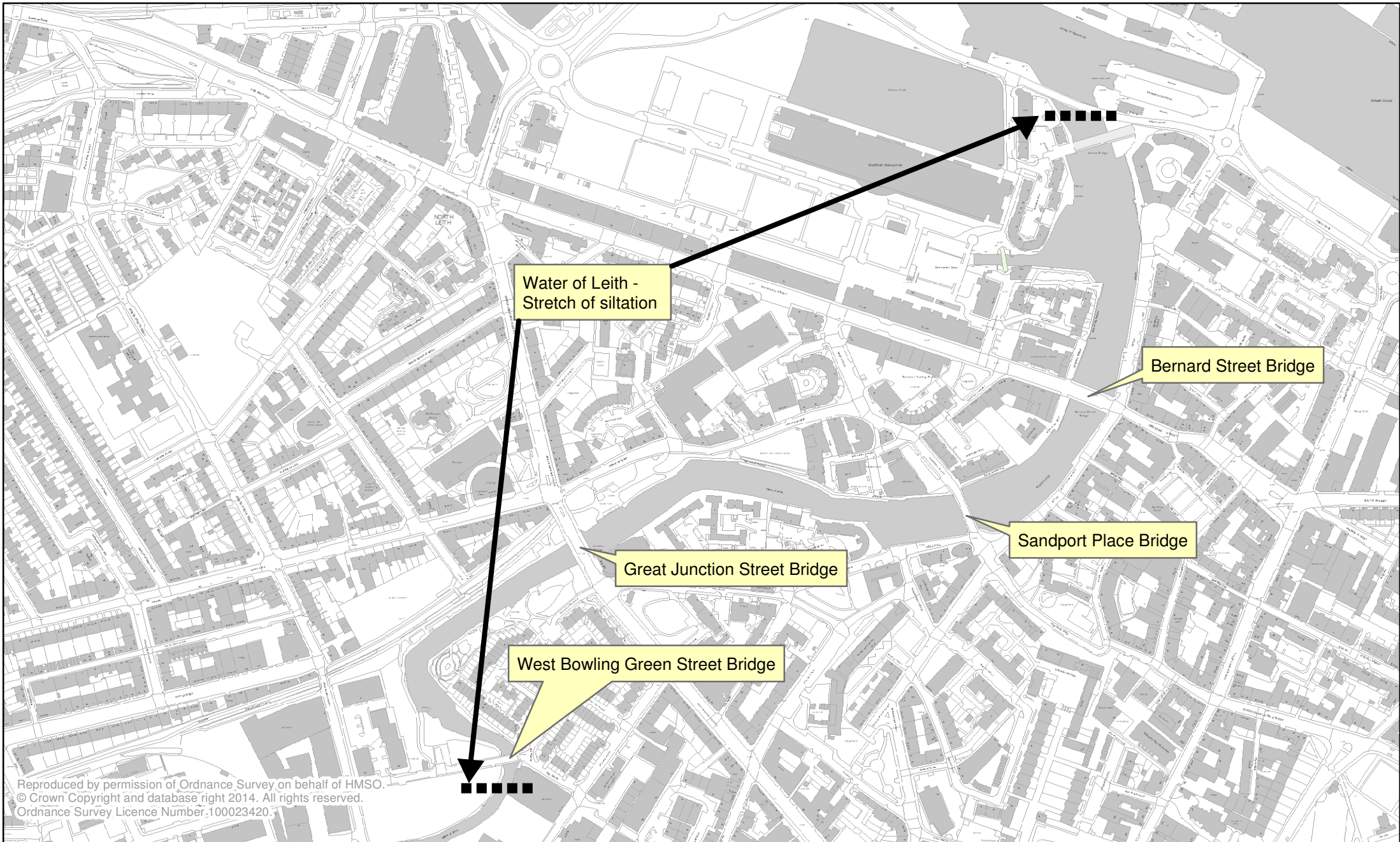


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0 125 250 500 Metres

Appendix B (Basin)



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0 50 100 200 Metres

Note : The length of the watercourse between the dashed lines is prone to siltation.

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Resilient Edinburgh: Climate Change Framework 2014-2020

Item number	7.3
Report number	
Executive/routine	
Wards	All

Executive summary

Resilient Edinburgh, a Climate Change Adaptation Framework for the city until 2020, has been developed to set out the City of Edinburgh's strategic approach to building resilience to the impacts of climate change. Climate change adaptation provides a unique opportunity for the Council and its citywide partners to work together to ensure that Edinburgh becomes a climate resilient city.

The Council is leading on this Framework working closely with partners, and the final draft, evidence base and risk analysis are provided in appendices of this report

Links

Coalition pledges	P8 , P15 , P28 , P33 , P40 , P48 , P50
Council outcomes	CO8 , CO10 , CO14 , CO15 , CO16 , CO18 , CO19 , CO20 , CO21 , CO22 , CO23 , CO26
Single Outcome Agreement	SO1 , SO4

Resilient Edinburgh – Climate Change Framework 2014-2020

Recommendations

- 1.1 To approve the draft adaptation framework and evidence base.
- 1.2 To note an action plan will be developed and presented to Committee for consideration in Winter 2015.
- 1.3 To note a further report will be submitted to the next Transport and Environment Committee meeting on the potential benefits of signing up to the 'Mayors Adapt' initiative for consideration.
- 1.4 To agree that this report is circulated to the Corporate Policy and Strategy Committee for information.

Background

- 2.1 Climate change adaptation is about building resilience to the unavoidable consequences of a changing climate, through identifying climate change impacts, minimising the negative effects and responding appropriately.
- 2.2 . The effects of climate change on Edinburgh will vary depending on the severity of global warming but even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant.
- 2.3 The following changes to Edinburgh's climate are predicted:
 - 2.3.1 warmer, drier summers;
 - 2.3.2 milder, wetter winters;
 - 2.3.3 greater frequency of severe weather events including extreme rainfall; and
 - 2.3.4 rising sea levels
- 2.4 The Framework sets out Edinburgh's strategic approach to building resilience to the impacts of climate change.

Main report

- 3.1 The Framework consists of two documents:

- 3.1.1 Framework: this identifies high level actions across key sectors of the city to help Edinburgh adapt to the impacts of a changing climate.
- 3.1.2 Evidence base: an additional document provides the evidence base on which the Framework is built. It provides greater detail about observed and predicted changes for Edinburgh's local climate and an assessment of the risks associated with these changes.
- 3.2 There is now scientific consensus that climate change is happening and the impact in the East of Scotland is warmer and wetter weather. The effects of changing weather patterns on Edinburgh will vary depending on the severity of global warming but even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant. The following changes to Edinburgh's climate are predicted:
 - 3.2.1 warmer, drier summers;
 - 3.2.2 milder, wetter winters;
 - 3.2.3 extreme rainfall;
 - 3.2.4 greater frequency of severe weather events; and
 - 3.2.5 rising sea level.
- 3.3 The Framework takes a risk-based approach:
 - 3.3.1 assesses how vulnerable Edinburgh is to weather-related risks and predicted climate change impacts;
 - 3.3.2 uses climate projections to understand how climate change accentuates existing risks or creates new risks/opportunities in the future;
 - 3.3.3 identify the essential city services and sectors that may be affected by these existing and future risks and/or opportunities; and
 - 3.3.4 highlight a number of actions that should be taken to address the most significant risks identified.
- 3.4 A number of high level actions have been identified to address the most significant risks identified. These aim to:
 - 3.4.1 improve governance and management through enhanced partnership working;
 - 3.4.2 assess the risks to the city's property and land use planning from the impacts of climate change, and identify actions to address these;
 - 3.4.3 develop a Disaster Risk Reduction Strategy for the new Management Plan for Edinburgh's World Heritage Site;
 - 3.4.4 monitor the impacts of climate change on our transport infrastructure and use this to incorporate adaptation into future transport planning and development;

- 3.4.5 review Edinburgh's priority species and habitats to identify those at greatest risk from climate change, and utilise greenspace and ecological services to help mitigate and adapt to future impacts;
 - 3.4.6 develop a fuller understanding of the potential impacts on communities and health, and from this, identify actions to address community concerns and changing care needs across all sectors;
 - 3.4.7 develop a fuller understanding of the potential impacts of climate change on air and water quality, pest and disease control, and other environmental health factors, and from this identify actions to address these;
 - 3.4.8 work together to raise awareness of climate change impacts among Edinburgh's business community and to inform future planning of major events and attractions;
 - 3.4.9 ensure more robust risk management strategies that give prominence to climate change issues and informed resilience planning;
 - 3.4.10 ensure ongoing monitoring, evaluation and research to inform our decision-making on climate change adaptation; and
 - 3.4.11 develop a communications strategy to ensure up-to-date information on climate change effects and impacts are fully disseminated.
- 3.5 Subject to Committee approval of Resilient Edinburgh, work will begin on an adaptation action plan which will set out in detail how the city will manage the risks of a changing climate. This will be done in partnership with key organisations across the city. The draft action plan will be brought to committee towards the end of 2015.
- 3.6 In 2013, the EU adopted its strategy on Adapting to Climate Change which calls for national adaptation strategies and a more multi-level perspective on contributing to a climate resilient Europe. In this strategy, the Commission also envisaged building up more links with local authorities by setting up a local adaptation initiative, modelled on the EU Covenant of Mayors.
- 3.7 Earlier this year the Commission launched the 'Mayors Adapt' initiative. Participating local authorities sign a political statement, committing to developing a comprehensive local adaptation strategy or to integrating climate adaptation into existing plans. Upon becoming signatories, local authorities conduct a vulnerability assessment, develop and implement a local adaptation strategy, monitor and eventually evaluate and review this strategy within a given timescale.
- 3.8 Mayors Adapt aims to increase support for local activities, provide a platform for greater engagement and networking by cities, and raise public awareness about adaptation and the measures needed. As a member of the Mayors Adapt initiative the Council may benefit from improved access to EU-wide resources to progress and develop a climate resilient city.

- 3.9 Further information on this initiative will be provided to this committee within one cycle.

Measures of success

- 4.1 Delivery towards statutory requirements, specifically the Climate Change (Scotland) Act 2009, which requires the Council to contribute to national emissions reductions targets, deliver any statutory adaptation programmes and act in a sustainable manner.
- 4.2 Delivery towards the Capital Coalition Pledge commitments and Sustainable Edinburgh 2020 objectives.
- 4.3 Delivery of an Adaptation Framework for the Council and the city, to help Edinburgh adapt to the unavoidable impacts of climate change in partnership with key stakeholders and local communities.

Financial impact

- 5.1 There are no direct financial implications arising from this report. However, there may be financial impacts arising from the implementation of adaptation action in the future.

Risk, policy, compliance and governance impact

- 6.1 The Climate Change (Scotland) Act 2009 places duties on public bodies in respect of climate change mitigation and adaptation and of sustainable development. The preparation of Resilient Edinburgh provides evidence of compliance with these duties.

Equalities impact

- 7.1 There are no direct equalities impacts arising from this report.

Sustainability impact

- 8.1 There are no direct sustainability impacts arising from this report. However, the report does address a strategic level city-wide priority to build resilience to a changing local climate. Resilience to climate change will be a key component of future sustainability of Edinburgh.

Consultation and engagement

- 9.1 An internal consultation exercise was undertaken between 8 May and 2 June 2014, targeted at Council officers whose work directly or indirectly contributes to

lessening the impacts of climate change or dealing with the aftermath of these impacts.

- 9.2 This was followed by an external consultation, held between 17 July and 29 August 2014 to encourage citywide ownership of the Framework, define partnership roles in its implementation, collate any additional key actions being brought forward by partners, and also provide an opportunity to obtain citywide case studies.
- 9.3 The following stakeholders were contacted: members of the Edinburgh Sustainable Development Partnership, the Edinburgh Partnership, Adaptation Scotland, the higher education institutions, biodiversity organisations, various members of the Edinburgh business community, and members of the Transition Edinburgh movement.
- 9.4 Responses were received from a number of key stakeholders. Adaptation Scotland, as well as submitting a consultation response, provided expert guidance and assistance throughout the process. Edinburgh World Heritage is investigating the potential impacts of climate change on Edinburgh's historic buildings, and as such, the framework has adapted a high-level action proposed by them. Other key responses were received from the Edinburgh Centre for Carbon Innovation (ECCI), Scottish Water, Forestry Commission Scotland, transport partners, Transition Edinburgh and community councils. Glasgow City Council also provided a response and background information on their adaptation work so far.

Background reading/external references

[Sustainable Edinburgh 2020](#)

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Links

Coalition pledges

P8, Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites

P15 Work with public organisations, the private sector and social enterprise

to promote Edinburgh to investors

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

P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used

P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage

P48 - Use Green Flag and other strategies to preserve our green spaces

P50 Investigate the possible introduction of low emission zones

Council outcomes

CO8, CO10, CO14, CO15, CO16, CO18, CO19, CO20, CO21, CO22, CO23, CO26

Single Outcome Agreement

SO1 Edinburgh's Economy Delivers increased investment, jobs and opportunities for all

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

Appendices

Appendix 1 – Resilient Edinburgh – Climate Change Adaptation Framework for Edinburgh

Appendix 2 – Resilient Edinburgh – Climate Change Adaptation Framework for Edinburgh: Evidence Base and Risk Analysis



RESILIENT EDINBURGH

CLIMATE CHANGE ADAPTATION FRAMEWORK
FOR EDINBURGH 2014 - 2020



FORWARD FROM XXXXXXXXXX

Climate change is already happening. While working to reduce the causes of climate change, and avoid catastrophic change, the City of Edinburgh Council and its strategic partners also need to prepare for the unavoidable impacts of climate change over coming decades. Climate change will present many risks and threats to Edinburgh. But there will also be many opportunities for local businesses and communities if they take appropriate adaptation action now.

The Scottish Government has made it clear that community planning partnerships have a key role to play in making Scotland 'climate ready'. The Edinburgh Partnership is firmly committed to tackling climate change impacts. In particular, the Community Plan for Edinburgh recognises the importance of adapting to climate change. The Edinburgh Partnership, through the recently established Edinburgh Sustainable Development Partnership, will play its part in ensuring that partners work together to build a city-wide resilience to a changing local climate.

We intend to build on the Edinburgh Partnership's proactive approach in developing a response to climate change, and will work in partnership with other organisations in the city to deliver our programmes of work. In this way we are committing to thinking globally and acting locally.

XXXXXXXXXXXXXXXX

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EXECUTIVE SUMMARY

This Framework sets out Edinburgh's strategic approach to increasing resilience to the impacts of climate change. Climate change adaptation provides a unique opportunity for the Council and its citywide partners to work together to ensure that Edinburgh continues to be a climate resilient city.

The remit of the Edinburgh Sustainable Development Partnership, comprising the Council, key external public and private stakeholders across the city, third sector and community groups, is aligned with [Sustainable Edinburgh 2020](#) (SE2020). The Council, through SE2020 is committed to ensuring that by 2020 Edinburgh will have "adapted to the unavoidable impacts of climate change in partnership with key stakeholders and local communities".

OUR CHANGING CLIMATE

There is now scientific consensus that climate change is happening. The climate in the East of Scotland is set to get warmer and wetter, with an increased risk of severe weather events, extreme rainfall and flooding, warmer temperatures and periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East Scotland coast.

The effects of changing weather patterns on Edinburgh will vary depending on the severity of global warming but even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant.

The following changes to Edinburgh's climate are predicted:

- Warmer, drier summers
- Milder, wetter winters
- Extreme rainfall
- Greater frequency of severe weather events
- Rising sea levels

KEY CLIMATE APPROACH FOR EDINBURGH

The Framework takes a risk-based approach that:

- Assesses how vulnerable Edinburgh is to weather-related risks and predicted climate change impacts;
- Uses climate projections to understand how climate change accentuates existing risks or creates new risks/opportunities in the future;
- Identifies what city services and sectors may be affected by these existing and future risks and/or opportunities;
- Presents a number of high level actions that should be taken to address the most significant risks identified.

OUR PRIORITY ACTIONS

A number of high level actions have been identified to address the most significant risks identified. We will:

- identify new ways of working with our partners and stakeholders to make the best use of available resources and expertise to secure a well adapted future for Edinburgh;
- undertake a detailed analysis of the risks posed to the city's property and land use planning from the impacts of climate change to identify the most vulnerable buildings, locations and neighbourhoods, and identify specific actions to address these;
- working in partnership, develop a Disaster Risk Reduction Strategy for the new Management Plan for Edinburgh's World Heritage Site;
- monitor the impacts of climate change on our transport infrastructure and use this information to incorporate adaptation into future transport planning and development;

- review Edinburgh's priority species and habitats to identify those at greatest risk from climate change, and utilise greenspace and ecological services to help mitigate and adapt to future impacts;
- work with our partners to develop a fuller understanding of the potential impacts on communities and health and from this, identify actions and develop recommendations to address community concerns and changing care needs across all sectors;
- work with our partners to develop a fuller understanding of the potential impacts of climate change on air and water quality, pest and disease control, and other environmental health factors, and from this identify actions to address these;
- ensure more robust risk management strategies that give prominence to climate change issues and aid informed resilience planning;
- work together to raise awareness of climate change impacts among Edinburgh's business community and to inform future planning of major events and attractions;
- ensure ongoing monitoring, evaluation and research to inform our decision-making on climate change adaptation;
- develop a communications strategy to ensure that up-to-date information on climate change effects and impacts are fully disseminated.

MONITORING AND REPORTING

The proposed timetable for the Framework is:

- Approval of the draft Framework by autumn 2014;
- By mid to end of 2015, development of a detailed Action Plan through engagement with partners and based on the high-level actions in the Framework;
- Development of indicators for the Action Plan linked to indicators already developed for Sustainable Edinburgh 2020;
- Progress on these actions reported as part of the Edinburgh Sustainable Development Partnership and Sustainable Edinburgh 2020 annual progress reports, starting in 2016;
- Three year review and update in 2018;
- A full review of the Framework in 2020.

INTRODUCTION

Edinburgh is the capital city of Scotland and our country's second most populous city. As our capital city, Edinburgh is of strategic importance to the rest of Scotland and to the UK as a whole. Edinburgh's Old and New Towns are jointly listed as an UNESCO World Heritage Site. Our city is a centre for learning, has the biggest annual international arts festival in the world and is the second largest financial and administrative centre in the UK and the second most popular tourist destination. It is essential that Edinburgh successfully adapts in order to minimise the social and economic impacts of climate change that could affect the city.

The Framework sets out Edinburgh's strategic approach to increasing resilience to the impacts of climate change. Climate change adaptation provides a unique opportunity for the Council and its citywide partners to work together to ensure that Edinburgh continues to be a climate resilient city. A lot of work has already been done by the Council and its partners to adapt the city to the impacts of climate change and the objective is to build on this work. The decisions and investments we make today will determine how we live with climate change in years to come.

The Adaptation Framework consists of the following sections:

1. The strategic context under which this Adaptation Framework has been developed;
2. The predicted future climate change trends for the East of Scotland and the Edinburgh area, and recent climate trends for the city;
3. An analysis of the results of a Local Climate Impact Profile (LCLIP) which helped identify Edinburgh's key vulnerabilities to severe weather and what future climate change impacts could mean for the city;
4. The scale of the challenge in terms of how climate change could impact on the city, taking a sectoral approach;

5. An identification of the key risks to Edinburgh from these climate change impacts;
6. Working in Partnership – only through working together with our citywide partners and communities, can Edinburgh continue to be a climate resilient city;
7. Our Priority Actions - A number of high level actions have been developed to address the most significant risks identified from the risk assessment, presented by sector;
8. Reporting and Monitoring – how progress on actions to adapt Edinburgh to the opportunities and challenges of climate change will be reported and monitored.

To support the Adaptation Framework, an accompanying document provides the evidence base on which this Framework is built. The evidence base summarises the background research that provided the reasoning behind the assumptions reached in the Framework, including the scientific evidence of past climate change and predicted future climate trends for the East of Scotland, their impact on Edinburgh and the way we deliver services. Finally the risks to the Council and the city from climate change impacts are assessed and graded.



MITIGATION AND ADAPTATION

Climate is what you expect, weather is what you get

Robert A. Heinlein

It is important to note the difference between climate and weather.

- **CLIMATE** is a long term average of weather (usually over a 30 year period) and trends in these average conditions are climate change.
- **WEATHER** is what we experience hour-to-hour, day-to-day, year-to-year, and as anyone living in Scotland will know, it can be highly variable.

On occasion weather may appear at odds with long-term climate change. The cold winter weather Edinburgh experienced in 2010-11 is a prime example of this. However short-term variations are expected to occur now and into the future.

There is scientific consensus that climate change is happening, that it is directly related to man-made greenhouse gas emissions and that we have little time remaining to stabilise and reduce these emissions if we are to avoid devastating impacts on our planet¹. Even if we dramatically reduce our emissions in the short term some climate change is now unavoidable. This will present us all with new challenges but also with new opportunities.

MITIGATION AND ADAPTATION

Mitigation means taking action to tackle the causes of climate change, that is reducing concentrations of greenhouse gases in the atmosphere. A [Sustainable Energy Action Plan](#) is being developed to reduce the city's energy use and carbon emissions.

¹ [Climate Change 2013 – The Physical Science Basis – Summary for Policymakers – Working Group 1 Contribution to the Fifth Assessment Report](#), IPCC, October 2013

Adaptation will be crucial in reducing vulnerability to climate change and is the only way to cope with the impacts that are inevitable over the next few decades...

The Stern Review on the Economics of Climate Change

Adaptation is about building resilience to the unavoidable consequences of a changing climate, through identifying climate change impacts, minimising the negative effects and responding appropriately. Adaptation recognises both risks and opportunities arising from climate change, and the need to plan for them now.

In order to build adaptive capacity we need to develop an understanding of how climate change is likely to affect Edinburgh. This includes assessing the risks to the city in terms of:

- taking no or limited action – in terms of cost and potential damage to services, infrastructure, property, transport, biodiversity, local communities and the economy;
- the potential savings to be made by taking appropriate early and long-term action to respond to the impacts of climate change.

An important aspect of adaptive capacity is ensuring that decision makers are equipped with an adequate understanding of the issues being faced and are therefore able to decide appropriate action.

To deliver adaptation, we need to take action. The action we take will vary across services and locality but will include improving education, awareness and training on the impacts of climate change, as well as taking tangible steps such as increasing reservoir storage capacity or restricting housing development in areas of high flooding risk (in light of predicted climate change modelling scenarios), and to develop a range of flood proofing measures for existing properties.

THE STRATEGIC CONTEXT

CLIMATE CHANGE (SCOTLAND) ACT 2009

The [Act](#) introduces ambitious, world-leading legislation to **reduce carbon emissions by at least 80% by 2050**, equal to the 2050 target contained in the UK's Climate Change Act.

The Act places a statutory climate change duty on public bodies. A public body must, in exercising its functions, act in a way:

- best calculated to contribute to delivery of the Act's emissions reduction targets;
- best calculated to deliver any statutory adaptation programme; and
- that it considers most sustainable.

The Scottish Government's [Climate Change Adaptation Programme](#) addresses the impacts identified for Scotland in the UK Climate Change Risk Assessment and sets out Scottish Ministers' objectives in relation to climate change adaptation, their plans and policies for meeting these objectives, and the period within which these proposals and policies will be introduced. The programme requires all public bodies to conduct their business in a way that will help deliver climate change adaptation as per the Climate Change Act.

SUSTAINABLE EDINBURGH 2020

[Sustainable Edinburgh 2020](#) (SE2020) sets out the City of Edinburgh Council's vision for the sustainable development of the city to 2020.

The Council, through SE2020, is committed to ensuring that by 2020 Edinburgh will have adapted to the unavoidable impacts of climate change in partnership with key stakeholders and local communities.

RESILIENCE PLANNING - COMMUNITY SAFETY

Under the [Civil Contingencies Act 2004](#), the Council has a statutory obligation to promote business continuity to the wider community. The Council works with local organisations to ensure that the city is ready for any incident and is able to return to normal as soon as possible.

[Scottish Government guidance](#) states that all public bodies need to be resilient to the future climate and to plan for business continuity in relation to delivery of their functions and the services they deliver to the wider community.

OUR CHANGING CLIMATE

OUR CHANGING CLIMATE

The climate in the East of Scotland is set to get warmer and wetter, increasing the risk of storms, flooding and the potential for extended periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East Scotland coast.

Some of the general trends for Scotland are as follows²:

- Warmer, drier summers and milder, wetter winters
- Rising sea levels
- More very hot days – extremes of temperature increase in intensity as well as frequency
- More intense downpours of rain - extremes of precipitation increase in intensity as well as frequency
- Snowfall will become less common.
- The growing season is now nearly 5 weeks longer in Scotland (1961 to 2004) with the greatest change occurring at beginning of the season.

If there continues to be a discharge of medium to high amounts of greenhouse gases into the atmosphere then in the East of Scotland it is possible that:

- Average daily temperatures will rise between 1 and 2 degrees by the 2050s. The largest temperature increase, up to 2°C will be in the winter months.
- Summer rainfall will reduce by as much as 10% by 2050s.

- Winter rainfall is predicted to show a consistent increase of up to 10% by the 2050s. Winters will be milder and wetter, with increased risk of storms and flooding.
- Around the East Scotland coast snowfall will reduce by up to 80%.
- The sea level in Edinburgh is projected to increase by 10 to 18cm by 2050 and 23 to 39cm by 2095.
- Weather patterns could become more extreme e.g. high temperatures recorded occasionally today could become the norm by 2080
- There will be a greater frequency and intensity of extreme events – storms, floods, heat waves and drought
- The growing season may become longer by 20 to 60 days by 2080

The effects of changing weather on Edinburgh will vary depending on the severity of global warming, but even when only a relatively modest increase in temperature is assumed, the impacts are likely to be significant.

From the data, the following changes to Edinburgh's climate are predicted:

- Warmer, drier summers
- Milder, wetter winters
- Greater frequency and intensity of extreme rainfall
- Greater frequency of severe weather events
- Rising sea levels

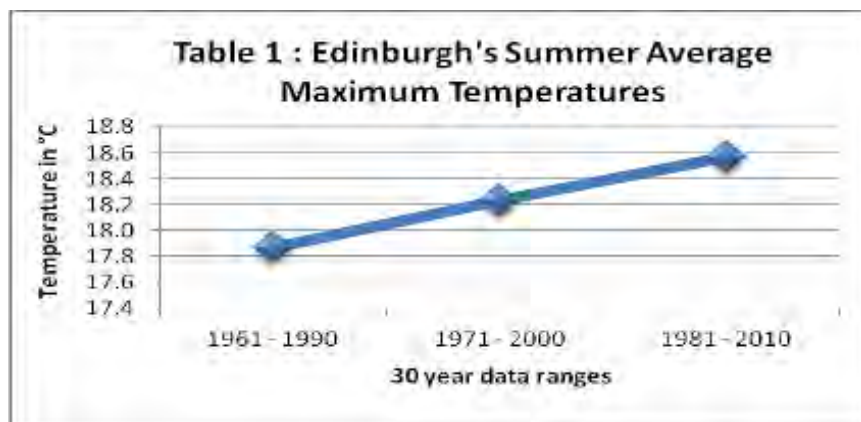
² [Scottish Compendium of UKCP09 Climate Change Information](#), Adaptation Scotland Website, 2013

EDINBURGH'S RECENT CLIMATE TRENDS

Warmer, Drier Summers

Data from the Met Office³ shows a distinct warming trend for Edinburgh in line with climate change predictions. Table 1 shows a daytime temperature rise of 0.75 °C comparing 1961-1990 averages with those of 1981-2010.

As well as warming, climate change trends predict drier summers for South East Scotland, with periods of intense rainfall shifting from summer towards autumn.



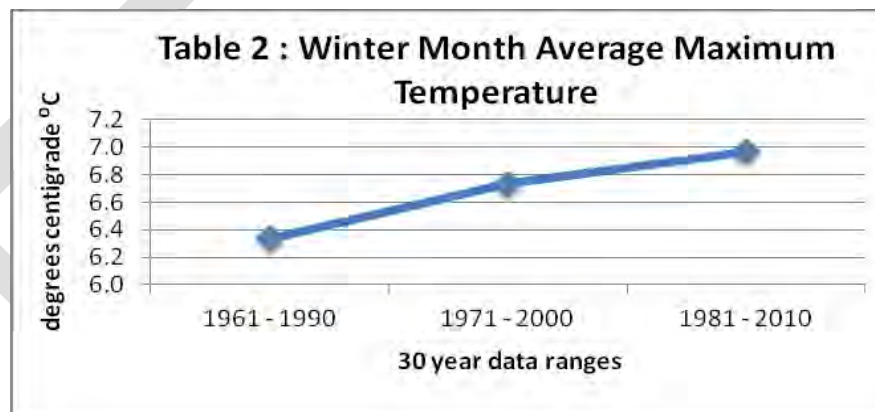
Milder, Wetter Winters

Edinburgh's winters are predicted to become milder. The winter temperature data for Edinburgh from 1961 to 2010 (Table 2) shows a clear rising trend that is consistent with climate change predictions.

Weather data suggests Edinburgh is already experiencing up to 4% wetter winters, with increased rainfall intensity in autumn and winter.

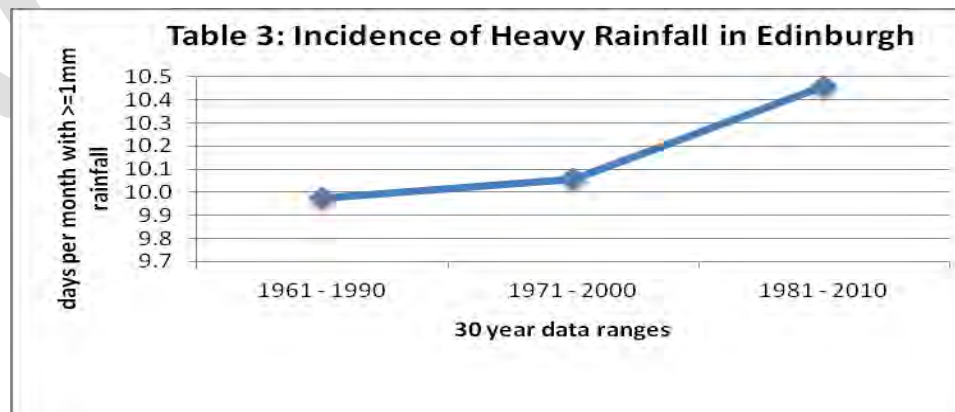
³ [Met Office Climate Averages](#),

This trend towards wetter winters is expected to continue into the future. The wettest year on record at Edinburgh's Royal Botanic Gardens was 2008 with a total of 907.9mm (981.4mm in 12 months in 2007/08 or 141% of the average)⁴.



Extreme Rainfall

The incidence of heavy rain (days when the quantity that fell was equal to or greater than 1mm) in Edinburgh has grown by 5% comparing the period 1961-1990 with that of 1981-2010 (Table 3).



⁴ [Royal Botanic Gardens Edinburgh – Edinburgh Weather Station](#), webpage last updated 1 March 2012

Rainwater volumes have also increased over the same period. On average an extra 6mm of rain per month fell in the 1981-2010 period compared with the 1961-1990 one.

Severe Weather Events

There have been high profile consequences of severe wind and storm events in Edinburgh in recent years. Edinburgh, in common with Scotland as a whole, is prone to severe gales in the winter months. Eastern Scotland is one of the more windy parts of the UK. The strongest winds are associated with the passage of deep areas of low pressure close to or across the UK. The frequency and strength of these depressions is greatest in the winter half of the year, especially from December to February. The predicted trend is for a greater frequency of extreme events, including storms and high winds.

Rising Sea Levels

As global average temperatures increase, we will experience rises in sea level around the coast. Two major factors contribute to sea level rise. Firstly, as the sea warms it expands. This is called thermal expansion. Secondly, melting of land-based ice adds further water to the world's seas.

While Edinburgh has suffered from a number of river floods, coastal flooding has not been a significant issue up to now. However there are concerns that climate change could lead to more widespread coastal flooding, resulting from a combination of rising sea levels, increased frequency of storm surges, and rougher sea conditions.

Tidal surges caused by storms can occur in Scotland and mainly affect the East coast. However they are less significant around Scotland than further south. The most significant storm surge recorded over the last 100 years occurred in 1953. Surge levels of 0.60m and 0.83m were recorded in Aberdeen and Leith respectively but reached 2.97m in southern England and 3.36m in the Netherlands. The 1 in 50 year storm surge predictions for Scotland are around 1.25m.

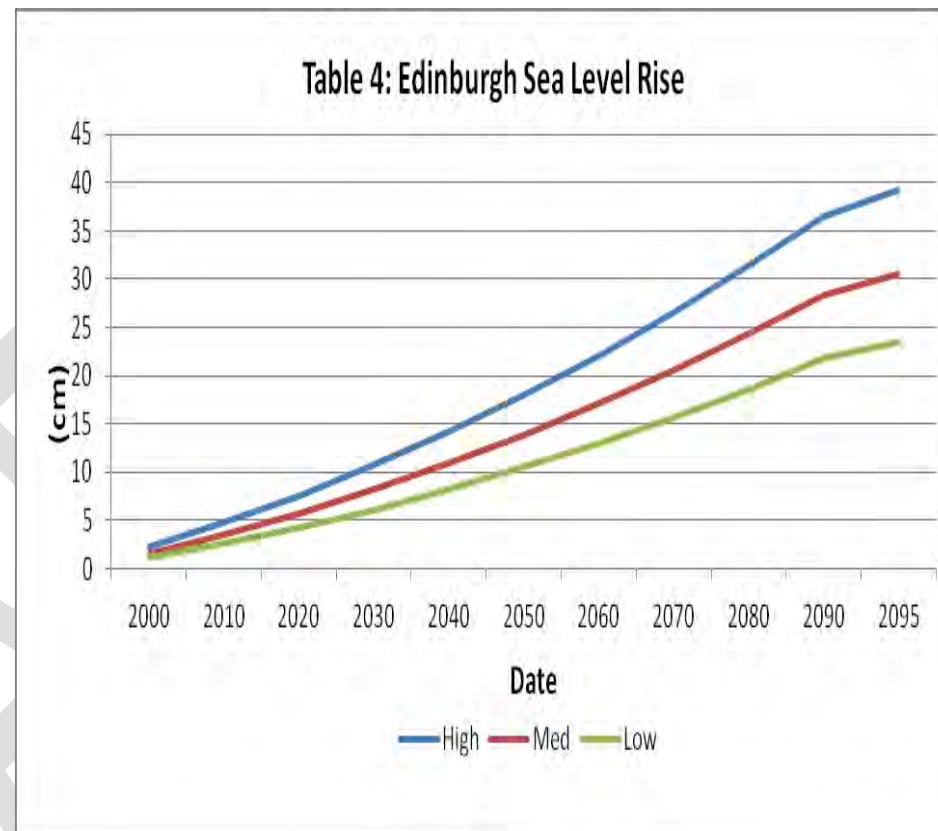


Table 4 shows UKCP09 projections for future sea level rise around Edinburgh's coast, based on the three scenarios of future levels of greenhouse gas emissions⁵.

⁵ [UK Climate Projections – Sea Level Rise](#), updated 11 March 2011

EDINBURGH'S RECENT WEATHER

The Council carried out a Local Climate Impacts Profile (LCLIP) to identify Edinburgh's key vulnerabilities to severe weather and help assess what future climate change could mean for the city.

The research showed the impact of severe weather events on the city. The prevalence of storms and gales and extreme rainfall seem to be happening with increasing frequency. The research also highlighted a warming trend, with earlier springs and warmer summers.

The research provided an assessment of Edinburgh's vulnerability to extreme weather events, especially flooding and high winds, over the short term. Using existing regional research and recorded local weather events, the potential impact of climate change on the city's buildings, local infrastructure and the ways we manage our services, was assessed.

The LCLIP identified the following types of extreme weather causing disruption to Edinburgh:

- Extreme rainfall and flooding, impacting on infrastructure, property and transport movement, leading to road and rail closures and damage to homes and businesses. The most recent severe flooding occurred in April 2000. Since then mainly short duration storms or periods of extensive rainfall have led to a number of localised flooding incidents;
- Severe weather events, leading to, for example, the cancellation of the Hogmanay celebrations and closure of the Winter Wonderland, closure of major city attractions and loss of business revenue, street and road closures and transport disruption, and public safety concerns;
- Edinburgh experienced two bouts of particularly severe winter weather in 2009/10 and 2010/11 causing major disruption to the city and its residents, especially the most vulnerable.

- Climate change is having a direct impact on the city's biodiversity, evident in the shift in timing of seasonal events⁶. It is also acting as a further stress on some ecosystems already under pressure. The longer growing season means that city buildings are more likely to have some degree of fungal growth on walls and plant growth in gutters. Wetter winters may increase damp problems in housing and other properties. There has also been a rise in complaints about pests.

Edinburgh World Heritage, together with climate scientists and conservation experts, are currently working on a climate modeling tool for the whole city. This tool aims to assess risks and impacts on the built fabric, particularly in their historic centres, to help understand future climate impacts. The tool will look at 100 years worth of data in order to establish historic weather patterns and model more accurate projections. This project will provide further historic data about weather patterns in Edinburgh over a hundred year period.



⁶ [Edinburgh Spring Index](#), Royal Botanic Garden Edinburgh, 2013

INTRODUCTION

THE SCALE OF THE CHALLENGE

Adaptation is about building resilience to the impacts of climate change. Without decisive action, climatic change will impact on our infrastructure, transport, economy, natural environment and communities' health and quality of life.

It is therefore crucial that we prepare and plan for these changes, to adapt and build resilience into our services and activities, maximise the benefits and minimise the costs that a changing climate presents.

This includes managing the risks from extreme weather events and designing environments and buildings that can withstand the impacts. By taking proper adaptation measures now, the city can help to avoid the worst impacts and costs.

KEY CLIMATE RISKS FOR EDINBURGH

The Local Climate Impacts Profile report helped identify potential risks. To further this process, a high level analysis of existing climate risks for Eastern Scotland was conducted, based on the known climate trends outlined in this Framework

A number of high-level risks have been identified for Edinburgh and should act as a precursor to a more rigorous sector-based risk assessment. This step will also be vital in identifying and developing appropriate actions for responding to the climate risks.



The following pages describe the scale of the challenge and key climate risks facing Edinburgh by sector.

PROPERTY, PLANNING AND FLOOD PREVENTION

THE SCALE OF THE CHALLENGE

Climate change will impact on the design, construction and ongoing upkeep of Edinburgh's buildings and land. Based on current projections, the main consequences for the city's buildings include:

- Flooding damage to housing and commercial buildings;
- Damage to the building fabric;
- Loss or damage to historical buildings and heritage;
- Potential loss of insurance for at risk buildings.

A changing climate will influence the location and design of new development as more information becomes available on flood risk. Increases in the variability of river flows, intensity of rainfall events, surface water flooding, seasonality of rainfall and intervals of drought will present numerous and complex challenges for the city. Wetter winters and more intense downpours throughout the year may increase the risk of flooding of property.

The predicted increase in intense rainfall will increase the risk of pluvial and fluvial flooding⁷ and ground water and drainage surcharge. Property located in areas that are at increased risk of flooding or landslips will be especially vulnerable. The Scottish Environment Protection Agency's indicative [river, coastal and surface water flood map](#) shows areas of Scotland that are at increased risk of flooding. Building in high-risk locations may become extremely expensive to insure.

While Edinburgh has suffered from a number of river floods, coastal flooding has not been a significant issue up to now. There are concerns that climate change could lead to more widespread coastal



flooding. Rising sea levels and storm surges will increase the risk of flooding in low-lying areas. Rising seas will also see increased occurrence of coastal flooding, erosion and coastal retreat. Integrated Coastal Zone Management will be important in managing rising sea level risks to communities, infrastructure and assets near the coast.

SEPA's indicative flood map shows areas of Edinburgh's waterfront potentially at medium to high risk of coastal flooding, taking into account climate change.

An increase in severe weather events poses significant risks for older and historic buildings, and new build. New buildings must be designed to withstand the impacts of climate change. The National Planning Framework and Scottish Planning Policy state planners and developers should address these issues in their plans and designs.

Flooding and severe weather damage to housing could have serious consequences for residents, especially the most vulnerable. Edinburgh's City Housing Strategy 2012-17 aims to reduce the impacts and consequences of climate change wherever possible.

Some buildings are an important part of Edinburgh's historic environment. Buildings and other structures of significant historical importance may be particularly vulnerable and special consideration must be given to how these cultural assets can be preserved in the face of a changing climate. Rising sea levels and the impacts of

⁷ Flooding that occurs after excessive rainfall that is not able to get absorbed into the ground or drainage system due to excessive water flow is referred to as pluvial flooding. Fluvial flooding is caused by river water overflowing/bursting of river banks.

coastal erosion also make protecting Edinburgh's vulnerable historic archaeology and coastal landscapes vital.

The risks of overheating of buildings in summer will increase in Scotland. Although the temperature rise is expected to be less than England and Wales there may be an increase in the number of heat waves over time. Consideration has to be given to the effect this will have on the ability of buildings to deal with a period of raised temperatures.



The longer growing season means that city buildings are more likely to have fungal and plant growth in gutters etc. This combined with more frequent instances of heavy rainfall will impact on building maintenance, particularly as regards historic buildings. Wetter winters and increased

summer temperatures means that there is a greater chance of dampness and condensation.

In assessing the effects of climate change on land use, the main challenges are seen to be from increased flooding, coastal erosion, warmer temperatures and changing precipitation patterns and the consequences of these impacts for land use and spatial planning.

KEY CLIMATE RISKS

In summary, significant risks to property and planning arising from climate change include:

- Increased energy consumption in summer months due to increased need for air conditioning/cooling in existing buildings
- Increased bioproductivity promoting growth of problem species, pests infestations and vermin
- 'Heat island' effect⁸
- Damage to property from wetter winters and severe weather events
- Increased dampness and mould in buildings
- Disruption to construction work due to severe weather
- Vulnerability of key heritage and cultural assets
- Increased insurance costs
- Increased incidence of inundation and flood damage
- Damage to sea defences and increased vulnerability to storm surges
- Tourism and recreational demand
- Storm water management and flooding infrastructure.

⁸ Temperatures are often a few degrees higher in cities than in surrounding areas. This temperature discrepancy is known as the urban heat island effect. Normally the temperature disparity is not very large but even a few degrees can make a huge difference.

THE SCALE OF THE CHALLENGE



The potential for increased flooding, erosion and landslides, storms and high winds, and rising sea levels may damage Edinburgh's transport infrastructure and lead to disruption and delays.

More intense rainfall could result in flooding, which could disrupt traffic, delay construction activities and weaken or wash out the soil and culverts that support roads, tunnels and bridges. Heavy precipitation could also lead to delays and disruption on the railway.

The location and design of new infrastructure, whether for road, tram or

cycle, must take into account an increased likelihood of risks from flooding and landslips.

High winds can have an impact on the routes high-sided (particularly freight) vehicles can take, for example if bridges on key routes have to close more often. This limits route options and can add significantly to journey times and length, increase emissions and reduce overall business efficiency.

Severe weather events may make it more difficult for commuters, resulting in staff absence from key organisations which deliver essential services to the community just at the point when demand for these services is acute due to the immediate impacts of the severe weather.

As average temperatures increase, disruptions from snow and frost may become less frequent, reducing reliance on resources to deal with cold weather. However higher temperatures are likely to require the provision of air conditioning on public transport, particularly buses. This could adversely affect the purchase and operating costs of vehicles.

KEY CLIMATE RISKS

In summary, significant risks to Transport arising from climate change include:

- Failure of essential road infrastructure
- Road deterioration
- Failure of drainage infrastructure
- Disruption to work programmes and operational issues
- Significant increases in maintenance costs and requirements for new infrastructure
- Disruption to public transport, cycling and pedestrian networks due to the increased incidence of localised and widespread flooding
- Increased number of emergency call-outs
- Failure of coastal defences
- Storm surge inundation
- The economic and reputational ramifications of major transport disruption to Edinburgh

PARKS AND GREENSPACES

THE SCALE OF THE CHALLENGE



Climate change is already having a direct impact on biodiversity. Certain species and ecosystems may be adversely affected by droughts and flooding. As the climate becomes wetter and warmer, some species may move north, so that the species mix suiting a warmer Edinburgh may change.

Trees, being long lived (potentially 100 years+), will experience more environmental change than short-lived flora such as grasses, herbs and shrubs that can be replaced with adapted species relatively quickly and easily.

Some species moving north may be 'pest' species, adversely affecting local habitats and species, while some will increase the diversity of species found locally.

Climate change could also have implications for the spread of plant diseases. It is crucial that action is taken to manage the consequences on Edinburgh's existing biodiversity.

There will also be physical effects on habitats, including loss of habitat to coastal erosion. Ultimately, the effects of a changing climate and the loss of species diversity could degrade ecosystem function. Action will be required to secure the ecosystem services that support nature, the economy and contribute to quality of life, as well as to reduce their vulnerability to the impacts to climate change.

As projected trends in temperature and rainfall become more evident in Edinburgh some form of intervention or active management may be necessary to maintain the city's current natural habitats and wild species and to accommodate new species moving into the area.

KEY CLIMATE RISKS

In summary, significant risks to parks and greenspaces arising from Climate Change include:

- Summer drought
- Deterioration in river and wetland environments
- Species and habitat stress
- Introduction of new species
- Tree damage and changes in woodland ecosystems
- Deterioration of public parks
- Increased soil erosion and land instability
- Erosion of coastal habitats



HEALTH AND COMMUNITY WELLBEING

THE SCALE OF THE CHALLENGE

Weather and climate play a significant role in people's health. Changes in climate affect the average weather conditions that we are accustomed to, with a disproportionate impact on vulnerable groups. High risk groups include the elderly, individuals with pre-existing illnesses, children and the economically and socially vulnerable.

Warmer average temperatures could lead to hotter days and more frequent and longer heat waves, increasing the number of heat-related illnesses and deaths. According to a Health Protection Agency report⁹, rising summer temperatures may lead to a rise in hospital admissions and premature deaths from respiratory problems. Higher temperatures could also increase the spread of disease, cases of food poisoning and affect air quality. A warming climate threatens to make air quality worse, with the prevalence of harmful photochemical smogs likely to increase throughout longer, hotter summers.¹⁰ Poorer air quality will directly result in poorer health for greater numbers of people, more hospital admissions and a greater risk of cardiovascular disease.

Climate change may also increase risks to health from buildings overheating, and increases in vermin and pests. Living in a ground or basement flat may increase health risks related to flooding. Hospitals and care homes may be adversely affected by high temperatures during heatwaves. Heavy precipitation and flooding may also adversely affect health care infrastructure.

Increased frequency and/or severity of extreme weather events will increase the risk of flooding, high winds and other direct threats to

⁹ [Health Effects of Climate Change in the UK 2012](#), Sotris Vardoulakis and Clare Heaviside (Report Editors), September 2012

¹⁰ [Air Quality and Climate Change: Integrating Policy Within Local Authorities](#), Environmental Protection UK, 2011

people and property. Flooding, damage and disruption from severe weather have already had major impacts on communities, damaging property, flooding homes and gardens, and disrupting transport.

Extreme weather-related events are likely to increase mental as well as physical health problems, as well as placing unusual strain on Edinburgh's emergency services. Severe weather events could also disrupt local service delivery if healthcare and social services staff are unable to commute to work or visit clients.



KEY CLIMATE RISKS

In summary, significant risks to Health and community wellbeing arising from Climate Change include:

- Disruption to essential community services
- Increased incidence of vector borne diseases¹¹
- More heat stroke, dehydration and respiratory problems.
- Increase in pest numbers and distribution, and increased demand for pest control services
- Increased incident of food poisoning
- Reduced water and air quality
- Mould and fungal illnesses and associated respiratory problems
- General increase in public health and safety risks

¹¹ Disease that results from an infection transmitted to humans and other animals by blood-feeding insects, such as mosquitoes, ticks and fleas.

EMERGENCY AND RESCUE SERVICES

THE SCALE OF THE CHALLENGE

The demands on emergency and rescue services will change – in a changing climate emergency services may need to respond to an increased frequency and severity of extreme weather and flooding events, and increase the number of incidents requiring a multi-agency emergency planning response.

There may also be changes in social and recreational behaviour that present new challenges to emergency and rescue services.

KEY CLIMATE RISKS

In summary, significant risks to Emergency and Rescue Services arising from Climate Change include:

- Changes and increases in demand for emergency and rescue services
- Increase in number of incidents requiring a multi-agency emergency planning approach



ECONOMIC DEVELOPMENT

THE SCALE OF THE CHALLENGE

Climate change poses threats to the future prosperity of the city. A healthy economy is vital for protecting and enhancing Edinburgh's environment over the long term. In addition to local impacts, potential disruptions to global trade are highlighted as risks. Although there is limited scope to influence global events, there are some responses to such risks that can improve the city's resilience, for example, sourcing goods with shorter and more reliable supply chains.

Flooding has caused significant economic disruption to the city, with both localised and general impacts, including major operational difficulties, insurance claims and anxieties about recurrence. The effects of high winds on business in the city has been similar with general disruption to travel and essential services as well as localised damage to business premises.

Severe weather is particularly disruptive of events and facilities which have a major outdoor component. Edinburgh Castle, Ratho Climbing Centre and the Botanic Gardens have all closed for limited periods in recent years because of high winds. The cancellation of Hogmanay celebrations in 2003 and 2006 because of high winds and heavy rain had some immediate impacts on business revenues but the greater concern has been for the long term reputation of the event and its ability to continue to attract tourist interest and revenue to the city in the winter holiday season.

Climate change may influence Scotland's capacity to generate weather-dependent renewable energy. Climate change can also impact on power distribution, with impacts ranging from damage caused by extreme weather events to reduced transmission efficiency occurring as a result of temperature fluctuations and so may increase energy costs. Impacts on global energy markets may also affect energy supplies in Scotland and consequently our overall energy security. Our energy, transport, water, and ICT networks support services are vital to our health and wellbeing and economic

prosperity. The effect of climate change on these infrastructure systems will be varied. They are likely to be impacted by an increase in disruptive events such as flooding, storms, drought, and heatwaves. Our infrastructure is closely inter-linked and failure in any area can lead to wider disruption across these networks.



KEY CLIMATE RISKS

In summary, significant risks to the economic development of the city arising from Climate Change include:

- Changes in demand for goods and services
- Heat stress impact on service provision
- Closure of water reliant recreational activities
- Lost work days
- Disruption to transport and supplies
- Disruption to energy supplies/increasing energy costs
- Increased insurance and repair costs
- Loss of land and property values
- Disruption and/or cancellation of winter festival and Hogmanay celebrations

ADAPTATION OPPORTUNITIES

As well as negative impacts, Edinburgh's changing climate offers opportunities. The trend towards warmer, drier summers may increase outdoor leisure and community activities and events, improving health and increasing fitness. Milder winters may reduce heating bills and the likelihood of outside events being cancelled. The longer growing season will benefit gardeners and allotment owners.

A changing climate and the need to adapt to it also presents a number of economic opportunities for business, for example:

- **Financial and Business services** where ethical and green investment is expanding;
- **Life Sciences** where developing responses to climate change related threats to human health offers the potential for new business;

- **Tourism** where hotter drier summers will be more attractive to visitors and more outdoor events are possible;
- **Universities** where adaptation related research work may be a growth area.
- **Edinburgh Centre for Carbon Innovation (ECCI)** where leaders in the low carbon sector, academics, government, other public sector organisations, networks for business and finance can work together to help find solutions to the impacts of climate change. ECCI also jointly manages ClimateXClimate, which is Scotland's centre for expertise on climate change.

KNOWLEDGE GAPS

There are always going to be gaps in our understanding of the challenges, risks and potential opportunities of Edinburgh's changing climate. Ongoing research is needed to ensure we continue to learn how our climate is changing and the impacts of this, now and into the future.

This knowledge acquisition is particularly important when Edinburgh is affected by major climatic impacts and events, in order to gauge how resilient the city will be to them, for example: how resilient the heat and energy systems that the city depends on are or what would be the impact of major transport disruption to the city (e.g. east coast mainline disruption).

This will also help to assess the economic and reputational impacts to the city of climatic events or disruptions and how these can be minimised.



Climate change adaptation presents a unique opportunity for the Council and its citywide partners to work together to ensure that Edinburgh becomes a climate resilient city. Community planning in Edinburgh involves a wide range of partnerships, initiatives and projects, supported by public, private, third sector and community organisations, in the delivery of agreed joint outcomes.

The Edinburgh Partnership encompasses all of the city's community planning partnership arrangements, brought together under the auspices of the Edinburgh Partnership Board, which oversees and coordinates the delivery of the Plan's vision and four priority outcomes. The Community Plan presents the partnership's agreed priorities and outcomes, including its vision of Edinburgh as a "...sustainable capital city". A cross-cutting priority is carbon management and climate change. The partnership is committed to helping to reduce greenhouse gas emissions, raising awareness and assisting in adapting the city to the impacts of climate change.

The Edinburgh Sustainable Development Partnership (ESDP) will provide the lead for adaptation across the city and will co-ordinate communication and responses on behalf of the Edinburgh Partnership.

EDINBURGH SUSTAINABLE DEVELOPMENT PARTNERSHIP

The remit of the Edinburgh Sustainable Development Partnership (ESDP), comprising the Council, key external public and private stakeholders across the city, the third sector and community groups,

WORKING IN PARTNERSHIP

is aligned with Sustainable Edinburgh 2020. This means that the ESDP is perfectly placed to coordinate adaptation work throughout the city.

The key adaptation roles of the Partnership are to:

- facilitate joint working across the city on climate change adaptation issues, policies and projects;
- develop best practice, which can be shared throughout the city and the city region;
- stimulate debate and raise awareness of the opportunities as well as the challenges presented by a changing climate for residents, businesses and organisations;
- assess, monitor and report on how prepared Edinburgh is for climate change; and
- work in ways which contribute to sustainable development and are complementary to the work of other organisations and partnerships.

RESILIENCE PLANNING - COMMUNITY SAFETY

Linking to the Edinburgh Partnership through the [community safety partnership](#), the city has a number of partnerships and organisations involved in wider citywide resilience issues and concerns. The Council leads the Edinburgh Resilience Forum, with membership from large business and public bodies who have established resilience functions. The Forum recognises the need to strengthen local urban resilience. Severe flooding in 2000, severe winter weather events in 2009/10/11 and pandemic influenza in 2009/10 has raised concern about the resilience risks facing the city and the need for comprehensive resilience building at all levels including individual

citizens. This is complemented by a need for a more holistic, all-risks approach, to include climate change and economic risks and one which builds on new technology opportunities.

Within this wider over-arching context the city's key resilience priorities are to:

- compile an Edinburgh Risk Register, taking an holistic approach including key areas such as climate change;
- develop an integrated city wide resilience strategy and plan;
- nurture and support resilience communities in partnership with other Responders, the Edinburgh Partnership, neighbourhood partnerships and community councils;
- safeguard infrastructure, homes, businesses and historic buildings against severe weather, including flooding;
- plan and design, ensuring our buildings and housing are as resilient as possible by developing relevant planning guidance and land-use planning.

RESILIENT HERITAGE

A World Heritage Site (WHS) Management Plan is being prepared in partnership with Edinburgh World Heritage, The City of Edinburgh Council and Historic Scotland. The Management Plan identifies risks and actions undertaken by partners on sustainability, energy efficiency and climate adaptation and mitigation in order to preserve the Old and New Towns of Edinburgh WHS Outstanding Universal Value. The Edinburgh City Local Plan includes general policies focused on the city-wide built heritage as well as specific reference to the WHS Management Plan as a material consideration for decisions on planning matters.

RESILIENT ECONOMY

A vibrant economy is vital to the continued success of the city and the well-being of its communities. Appropriate adaptation is required to maintain a city that remains attractive to investors and businesses.

Informing and encouraging local business is of crucial importance to achieving this goal. Taking early action now will ensure businesses are best prepared for the impacts of climate change and able to take full advantage of the business opportunities offered by a changing local and global climate.

A number of organisations represent business interests on the Edinburgh Sustainable Development Partnership, including Scottish Enterprise, the Edinburgh Chamber for Commerce and the Edinburgh Centre for Carbon Innovation. These organisations will help ensure that business is fully engaged with the adaptation work being done in the city and is proactively involved in finding solutions to the potential economic and business impacts of a changing climate.

As part of the wider Edinburgh Partnership family of partnerships, the [Economic Development Strategic Partnership](#) will be able to influence and work with a range of partners who are delivering a range of strategic priorities including supporting business, encouraging inward investment and international trade, supporting regeneration and infrastructure development, helping the unemployed into work or learning, and promoting the development of the city's highly skilled workforce. All these areas of activity now require a proactive approach to climate change adaptation.

RESILIENT COMMUNITIES

Greater community cohesion is needed to build local resilience to the impacts of climate change. Communities working together and in partnership with the Council and its partner organisations will help build self-reliance and enable residents to address the impacts of climate change at a community level.

The Third Sector, a key part of the ESDP and wider Edinburgh Partnership, has a pivotal role in Edinburgh's resilience to the impacts of climate change. The sector has immense potential to link up grassroots community action, communicate policy initiatives, and run training programmes. The Third Sector is often best placed to connect with individuals that the public and private sector finds hardest to

reach, working with the most vulnerable in our society and helping tackle the 'equality gap' which could be widened by the impacts of climate change.

The Third Sector also provides a valuable contribution to the collection of data, through their networks of staff and volunteers who observe wildlife and undertake research, as well as providing advice about managing protected areas and other valuable habitats.

RESILIENT COUNCIL

The Corporate Resilience Unit, in conjunction with stakeholder and partner organisations, is responsible for ensuring the Council complies with the emergency planning and business continuity obligations contained in the Civil Contingencies Act 2004 and other relevant legislation. Resilience planning is managed through three main groups, each of which addresses a key resilience issue. These are: the Council Resilience Group, the Edinburgh Resilience Partnership and the Council Contest Group. The Council Resilience Group drives the Council's Resilience Management Programme, and is the focus for the Council's resilience activities including planning, training and exercise initiatives, and facilitates the sharing of information across the Council on business continuity, emergency planning and preparing for major events.

The Council's Corporate Severe Weather Resilience Plan aims to ensure continued delivery of essential Council services during periods of severe weather and their aftermath. The Plan aims to enhance the Council's resilience, ability to respond to, cope with and recover from the consequences of a severe weather event that impacts on the normal service delivery of essential services and activities.

The Council, through [Sustainable Edinburgh 2020](#) (SE2020), is committed to ensuring that by 2020 Edinburgh will have "adapted to the unavoidable impacts of climate change in partnership with key stakeholders and local communities". The Council's Carbon, Climate and Sustainability (CCS) Team is taking SE2020 forward through the development of this Adaptation Framework and subsequent development of an Adaptation Action Plan for the city.

Planning and Design

Spatial planning, development and building design will play a major role in helping Edinburgh to adapt. As a planning authority, the Council is best placed to ensure that the future development of Edinburgh takes climate change adaptation into consideration. The current Edinburgh City Local Plan and Rural West Edinburgh Local Plan contain measures to ensure climate change adaptation and flood prevention is incorporated into planning policy, as does the second proposed [Edinburgh Local Development Plan](#) (ELDP). The ELDP aims to promote development in sustainable locations and enhance the city's green network by encouraging land management practices which capture, store and retain carbon, and prevent and manage flood risk. This includes managing surface water drainage, treatment and flood risk through sustainable urban drainage, providing amenity and biodiversity benefits e.g. green roofs, swales and ponds, planting trees to intercept and absorb rainfall.

In 2010, the Council prepared an [Open Space Strategy](#) to ensure a co-ordinated and consistent approach to meeting Edinburgh's open space needs and protect and develop the city's network of open spaces. The Strategy sets standards for the provision of different types of open space and identifies where these standards are not currently met, identifying opportunities to improve the quantity and quality of open space provision in Edinburgh.

Flood Prevention

Edinburgh has two Flood Prevention Schemes in place to protect vulnerable communities adjacent to the Water of Leith and the Braid Burn. The Council's flood prevention schemes were developed in response to past severe flooding events. The Braid Burn scheme has been completed. The Water of Leith scheme is being implemented. The Council has also identified undeveloped areas of land which fulfil an important flood function and which should be allowed to flood in order to protect other, built-up areas from floodwater. These are shown on the ELDP Proposals Map as areas important for flood management. The ELDP identifies up-to-date Areas of Importance for

Flood Management and has been informed by SEPA's most recent flood area modelling.

As part of a Scotland-wide initiative, a Flood Risk Management Plan for the Firth of Forth area will be published at the end of 2015. The City of Edinburgh Council, neighbouring local authorities, the Scottish Environmental Protection Agency and Scottish Water are currently developing this plan which will describe an agreed set of actions to manage flood risk locally.

Housing

The City Housing Strategy is the Council's key strategic document for housing in the city. One of the three outcomes of the strategy is to ensure people live in warm, safe homes, in well managed neighbourhoods. As this outcome is concerned with housing quality, repair and maintenance issues, and the management and creation of successful neighbourhoods, it takes into account adaptation.

The Council has invested over £205 million in bring homes up to the Scottish Housing Quality Standards since 2006/07. The effect of climate change on Council owned homes is one of the research topics under the 2014/15 Changeworks service level agreement.

Greenspace

Edinburgh's green network forms part of a wider Central Scotland Green Network (CSGN), which is identified as a national development in National Planning Framework 2. The Council is a signatory to the CSGN declaration and is working in partnership with neighbouring authorities and other stakeholders to support and deliver a range of projects. [Edinburgh's Local Biodiversity Action Plan 2010-15](#) (LBAP) includes a new section and various actions on climate change mitigation and adaptation.

The Edinburgh and Lothians Forestry and Woodland Strategy provides a long term vision of woodland creation and management to increase woodland cover and create better links. Forestry Commission Scotland provide financial support for woodland planting and management of existing woodlands, and advice on developing resilient woodlands and planting species adapted to predicted climate change. The Council's Natural Heritage Strategy sets out how planning can meet the objectives of national policy on biodiversity and fulfill the commitments of the Biodiversity Duty and the Scottish Geodiversity Charter.

RESILIENT EDINBURGH

Working in partnership is crucial to achieving a Resilient Edinburgh. We will work cooperatively with key citywide stakeholders and local citizens to design creative, effective and sustainable solutions to the challenges and opportunities of a changing local climate.

The main mechanism for driving this forward is the Edinburgh Sustainable Development Partnership, made up of key organisations, business interests and community groups throughout the city. The Partnership's central coordinating function will ensure that key risks are addressed, optimising efficiencies in terms of sharing lessons learnt and providing accountability for delivering actions.

All the organisations and groups in this Framework will play a crucial role in climate change adaptation. These key organisations and groups are the main agencies driving adaptation forward, and as such, must work together to achieve our shared vision of a Resilient Edinburgh.

CITYWIDE PRIORITY ACTIONS

This chapter presents a number of high level actions to address the most significant risks identified in the preceding risk assessment chapter. The actions are presented by sector.

ACTION: GOVERNANCE

Working together, we will identify new ways of working with our partners and stakeholders to make the best use of available resources and expertise to secure a well adapted future for Edinburgh.

This could include:

- Facilitating joint working across the city on climate change adaptation issues, policies and projects, and highlighting best practice, which can be shared throughout the city and the city region;
- Including the impacts of climate change into Edinburgh's Risk Register and citywide resilience strategy and plan;
- Identifying processes and guidance which can incorporate climate resilience into, for example, Strategic Environmental Assessment, Environmental Impact Assessment, sustainability checklists, sustainable procurement guidance and estate asset management guidance.

ACTION: PROPERTY AND PLANNING

We will undertake a detailed analysis of the risks posed to the city from the impacts of climate change to identify the most vulnerable buildings, locations and neighbourhoods, and specific actions to address these.

This could include:

- Working in partnership to analysis fully the risks posed to our built environment from the impacts of climate change;
- Ensuring the climate change adaptation actions integrated into the second proposed Local Development Plan (green roofs, flooding, green networks etc), are fully implemented;
- Encouraging developers to ensure that all new buildings and drainage systems are 'climate ready' for future impacts;
- Encouraging developers to 'piggyback adaptation onto development projects, undertake sympathetic retrofitting measures for older buildings, and other measures such as incorporating green roofs, green walls and/or rainwater collectors on buildings where appropriate;
- As far as possible, protecting residents' property from damage from climate change impacts through awareness raising and community action.

ACTION: DISASTER RISK REDUCTION STRATEGY

Working in partnership, we will develop a Disaster Risk Reduction Strategy for the new Management Plan for Edinburgh's World Heritage Site

This could include:

- Edinburgh World Heritage (EWH) drafting a Disaster Risk Reduction Strategy (DRR) for world heritage properties in the city in partnership with The City of Edinburgh Council and Historic Scotland;
- Developing a climate modelling tool for the city, to assess risks and impacts on the built environment to help understand future climate impacts. This will involve looking at past data to establish

more accurate historic weather patterns and trends, and future climate projections;

- Ensuring the project's governance is coordinated by the Edinburgh Sustainable Development Partnership (ESDP) as the facilitating umbrella body.

ACTION: TRANSPORT

We will monitor the impacts of climate change on our transport infrastructure and use this information to incorporate adaptation into future transport planning and development.

This could include:

- Ensuring climate change adaptation is fully incorporated into all city transport strategies, plans and guidance;
- Retrofitting green infrastructure onto existing streets and public spaces through, for example, the development of rain gardens, permeable paving on pavements, paths and roadways, etc.
- 'Piggybacking' adaptation onto future transport infrastructure development, roadworks and repairs.

ACTION: PARKS & GREENSPACE

We will review Edinburgh's priority species and habitats to identify those at greatest risk from climate change, and utilise greenspace and ecological services to help mitigate and adapt to future impacts.

This could include:

- Promotion of natural flood management in catchment planning;
- Using natural features in urban environments to assist adaptation, for example through the use of living roofs to improve habitat connectivity, reduce heat gain and slow the movement of rainwater drainage into the urban drainage system;

- Increase planting of street trees for their cooling effect, to reduce flooding through canopy capture and evaporation, and for improvement of solid drainage by their deep root structure;
- Management of nature conservation sites to take account of a changing climate, and to consider the placement of these sites in the wider ecological network;
- Managing species conservation priorities to take account of a changing climate;
- Reducing pressures on habitats vulnerable to climate change;
- Promoting ecological connectivity to assist in species movement in response to climate change, and as a means of building larger, resilient species populations and habitats;
- Continuing pressure on invasive non-native species that impact on native biodiversity, some of which may be even more successful in a warmer climate, and a considered response to the gradual northwards movement of species.

ACTION: HEALTH AND COMMUNITY WELLBEING

We will work with our partners to develop a fuller understanding of the potential impacts on communities and health and from this, identify actions and develop recommendations to address community concerns and changing care needs across all sectors.

This could include:

- Ensuring climate change risks are addressed in the commissioning and provision of health and social care services, and the refurbishment programmes of the health and social care estates;
- Ensuring climate change adaptation is incorporated into all Edinburgh's community planning processes and city organisations work in partnership with communities to ensure climate change

impacts are minimised for residents, especially the most vulnerable;

- Ensuring the engagement of all Edinburgh's citizens in the process.

ACTION: ENVIRONMENTAL HEALTH

We will work with our partners to develop a fuller understanding of the potential impacts of climate change on air and water quality, pest and disease control, and other environmental health factors, and from this identify actions to address these.

This could include:

- Ensuring an Air Quality Action Plan for the city reflects a growing understanding of the interrelationship between climate change and local air quality;
- Ensuring the impacts of climate change are taken into consideration when developing actions to improve water quality;
- Ensuring the threat of a rise in pests and diseases due to climate change is fully realised, and that pest and disease control services are fully prepared to meet potential increased demand for their services;
- Raising awareness of the potential environmental health risks of climate change and ensuring the engagement of all Edinburgh's citizens in this process.

ACTION: RISK PLANNING

We will ensure more robust risk management strategies that give prominence to climate change issues and aid informed resilience planning.

ACTION: ECONOMIC DEVELOPMENT

We will work with our partners to raise awareness of climate change impacts among Edinburgh's business community and to inform future planning of major events and attractions.

This could include:

- Working with a range of local economic development partners to ensure a proactive approach is taken to climate change adaptation;
- Ensuring businesses are able to take full advantage of the business opportunities offered by a changing local and global climate;
- Encouraging local production and markets to try to offset disruptions in global trade due to climate change impacts.

ACTION: RESEARCH

We will ensure ongoing monitoring, evaluation and research to inform our decision-making on climate change adaptation.

This could include:

- Collating key sets of evidence (flood risk maps, Urban Heat Island/coastal change info etc) and making these available to inform risk assessments and decision making;
- Carrying out further research to enable options appraisal and cost benefit analysis of different adaptation responses;
- Acknowledging the gaps in our understanding about climate change impacts.

COMMUNICATION AND EDUCATION

Climate change will impact upon every individual, business and organisation in Edinburgh.

Communications and education campaigns will be actively developed to promote awareness about these impacts throughout the Council, partner organisations, other stakeholders and the general public, in collaboration with the local media.

The following action is proposed:

ACTION: A communications strategy will be developed to ensure that up-to-date information on climate change effects and impacts are fully disseminated.

DRAFT

MONITORING MILESTONES

This preparation of this Climate Change Adaptation Framework will be the start of a major process that will deliver a wide range of actions and measures to adapt the city to the impacts of climate change over a long period of time.

The proposed timetable for the Framework is:

- Approval of the draft Framework by autumn 2014;
- By mid to end of 2015, development of detailed Action Plan through engagement with partners and based on the high-level actions in the Framework;
- Development of indicators for the Action Plan to show active progress towards achieving the below measures of success;
- Progress on these actions reported as part of Edinburgh Sustainable Development Partnership and Sustainable Edinburgh 2020 annual progress reports, starting in 2016;
- Three year review and update in 2018;
- A full review of the Framework in 2020.

MEASURES OF SUCCESS

The following measures will show how successfully the Framework is being implemented across the city:

- Levels of technical capacity increase across the city to assess and respond to the risks of climate change;
- The extent to which climate change considerations are increasingly incorporated into high level policies, plans and practical programmes in priority impact areas;
- Growing evidence that implemented adaptation strategies are increasing citywide resilience to extreme weather events;
- The extent to which climate change adaptation strategies continue to reduce stress on vulnerable members of society;
- Growing evidence of engagement between the Council and its partners, city-wide communities, local communities of interest, non-governmental organisations and other levels of government on addressing climate change issues;
- The extent to which climate change adaptation is integrated into Edinburgh's risk planning agenda, resilience strategy and action plan;
- Increase level of public, staff and stakeholder awareness about climate change and its impacts, and support for actions to protect against climate change.

If you would like more information, please contact:

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RESILIENT EDINBURGH

CLIMATE CHANGE ADAPTATION FRAMEWORK FOR EDINBURGH 2014 – 2020 EVIDENCE BASE AND RISK ANALYSIS



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INTRODUCTION

Climate change is one of the most serious threats facing Scotland and the world today. Due to past emissions, a certain degree of climate change is now unavoidable. Effects of changing weather patterns on Edinburgh will vary depending on the severity of global warming but, even when only a relatively modest increase in temperature is assumed, the impacts are likely to be significant. It is widely accepted that the effects of climate change are already being felt in Scotland.

A Climate Change Adaptation Framework for Edinburgh has been prepared, setting out Edinburgh's strategic approach to building resilience to the impacts of climate change. Climate change adaptation provides a unique opportunity for the Council and its citywide partners to work together to ensure that Edinburgh continues to be a climate resilient city.

This document provides the evidence base on which the Adaptation Framework is built. It summarises the background research that provided the reasoning behind the assumptions reached in the Framework, including the scientific evidence of past climatic change and predicted future climate trends for the East of Scotland, their

impact on Edinburgh and the way essential services are delivered. Finally the risks to the city from climate change impacts are assessed and graded.

The Evidence Base consists of three parts.

1. The predicted future climate change trends for the East of Scotland. These were extrapolated for Edinburgh.
2. A summary is provided of the results of a Local Climate Impact Profile (LCLIP) which was initially done in 2008 and updated in 2012. The LCLIP helped identify Edinburgh's key vulnerabilities to severe weather, the impacts and responses by the Council and key city stakeholders, and an assessment of what future climate change could mean for the city.
3. The potential risks to the city from these impacts were identified and weighted as to their likelihood and severity.

PREDICTED CLIMATE TRENDS

Global Climate Change

There is now scientific consensus that climate change is happening. The Intergovernmental Panel on Climate Change concluded that the “scientific evidence for warming of the climate system is unequivocal” (IPCC AR4, 2007). All major reconstructions of global surface temperatures show a warming trend over the last century, with most warming occurring since the 1970s and the ten warmest years on record after 1998 (NASA).

The global climate is changing with far-reaching implications for Scotland. Greenhouse gases already emitted into the atmosphere mean that some climate change is unavoidable regardless of future emissions.

Climate Trends for the East of Scotland

The climate in the East of Scotland is set to get warmer and wetter. This will increase the risk of storms, flooding and the potential for extended periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East Scotland coast.

The UK Climate Projections 2009 (UKCP09) provide the latest climate change scenarios for the UK. Some of the general trends for Scotland which can be drawn from UKCP09 are as follows:

- Warmer, drier summers
- Milder, wetter winters

- Rising sea levels – the sea level in Edinburgh is projected to increase by 10 to 18cm by 2050 and 23 to 39cm by 2095.
- More very hot days – extremes of temperature increase in intensity as well as frequency
- More intense downpours of rain - extremes of precipitation increase in intensity as well as frequency
- Snowfall will become less common.
- The growing season is now nearly 5 weeks longer in Scotland (1961 to 2004) with the greatest change occurring at the beginning of the season.

According to projections from current baselines, if we continue to discharge medium-high amounts of greenhouse gases into the atmosphere then, in the East of Scotland, it is possible that:

- Average daily temperatures will rise between 1 and 2 degrees by the 2050s. The largest temperature increase, up to 2°C will be in the winter months.
- Summer rainfall will reduce by as much as 10% by 2050s.
- Winter rainfall is predicted to show a consistent increase of up to 10% by the 2050s. Winters will be milder and wetter, with increased risk of storms and flooding.
- Snowfall in Scotland will by the 2080s be 40-60% less. Around the East Scotland coast snowfall will reduce by up to 80%.

- Weather patterns could become more extreme e.g. high temperatures recorded occasionally today could become the norm by 2080
- There will be a greater frequency and intensity of extreme events – storms, floods, heat waves and drought
- The growing season may become longer by between 20 and 60 days by 2080

Effects of changing weather patterns on Edinburgh will vary depending on the severity of global warming, but even when only a relatively modest increase in temperature is assumed, the impacts are likely to be significant.

From the data, the following changes to Edinburgh's climate are predicted:

- Warmer, drier summers
- Milder, wetter winters
- Extreme rainfall
- Severe weather events
- Rising sea levels

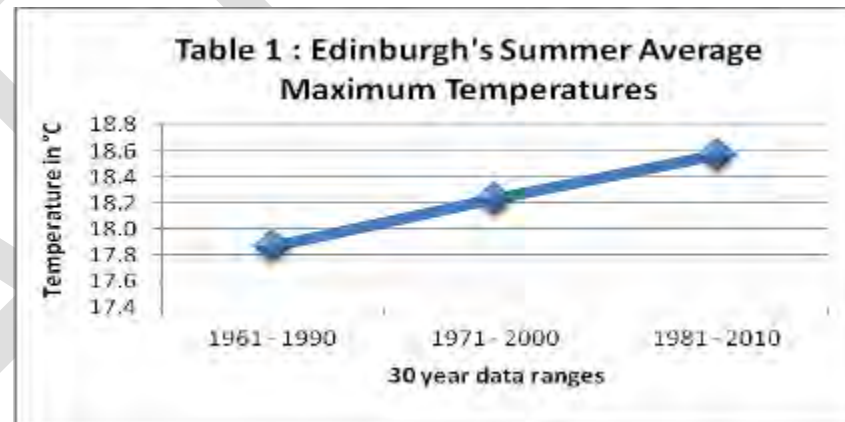
It is likely that the extreme weather events that Edinburgh is currently experiencing will become more frequent in the future.

Warmer, Drier Summers

Weather predictions for South East Scotland show a distinct warming trend. Summers will be warmer, up to 1.4 °C, and drier, with the potential for extended periods of drought.

Met Office data¹ shows a distinct warming trend for Edinburgh in line with climate change predictions. Table 1 shows a daytime temperature rise of 0.75 °C comparing 1961-1990 averages with those of the 1981 to 2010 period.

As well as warming, climate change trends predict drier summers for South East Scotland, with periods of intense rainfall shifting from summer towards autumn.



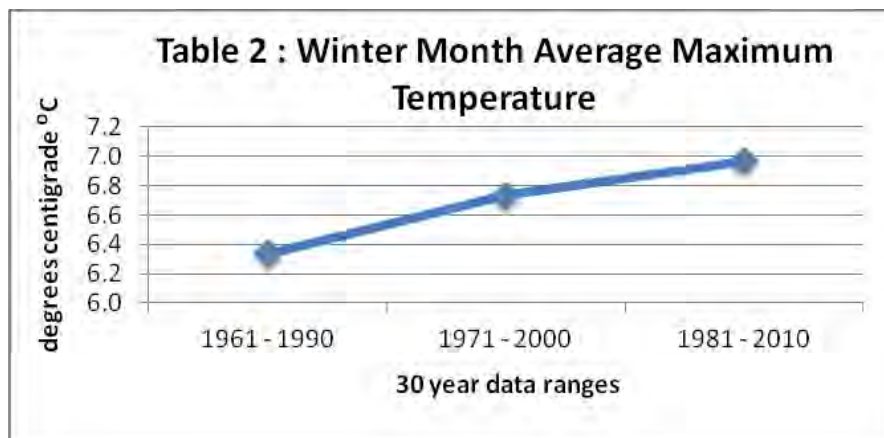
Milder, Wetter Winters

Edinburgh's winters are predicted to become milder. The winter temperature data for Edinburgh from 1961 to 2010 (Table 2) shows a clear rising trend that is consistent with climate change predictions.

Weather data suggests Edinburgh is already experiencing up to 4% wetter winters, with increased rainfall intensity in autumn and winter.

¹ [Met Office Climate Averages](#).

This trend towards wetter winters is expected to continue into the future. The wettest year on record at Edinburgh's Royal Botanic Gardens was 2008 with a total of 907.9mm (981.4mm in 12 months in 2007/08 or 141% of the average)².

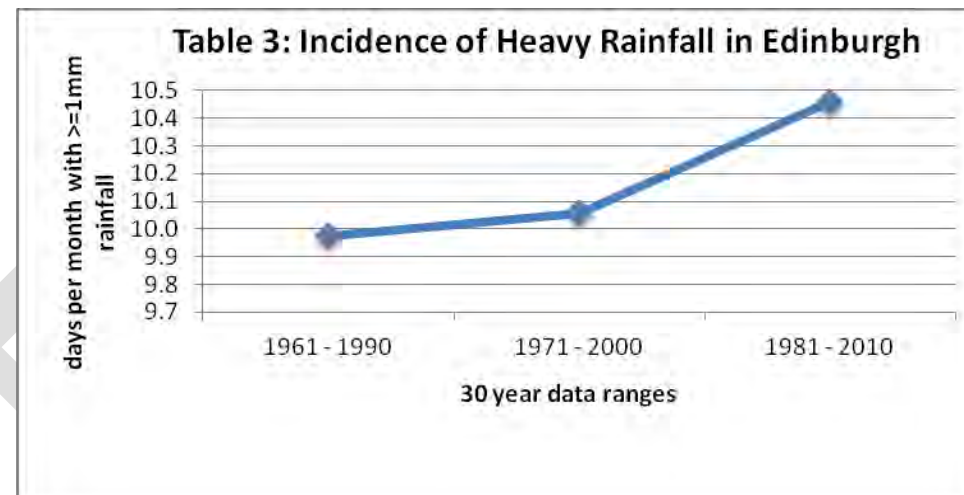


Extreme Rainfall

The incidence of heavy rain (days when the quantity that fell was equal to or greater than 1mm) in Edinburgh has grown by 5% comparing the period 1961-1990 with that of 1981-2010, as in Table 3.

Rainwater volumes have also increased in Edinburgh over the same period. On average an extra 6mm of rain per month fell in the more recent period in comparison with the earliest one. The implications of this include greater potential for flash floods, rivers bursting their banks and drainage systems being overwhelmed in the city.

² [Royal Botanic Gardens Edinburgh – Edinburgh Weather Station](#), webpage last updated 1 March 2012



Severe Weather Events

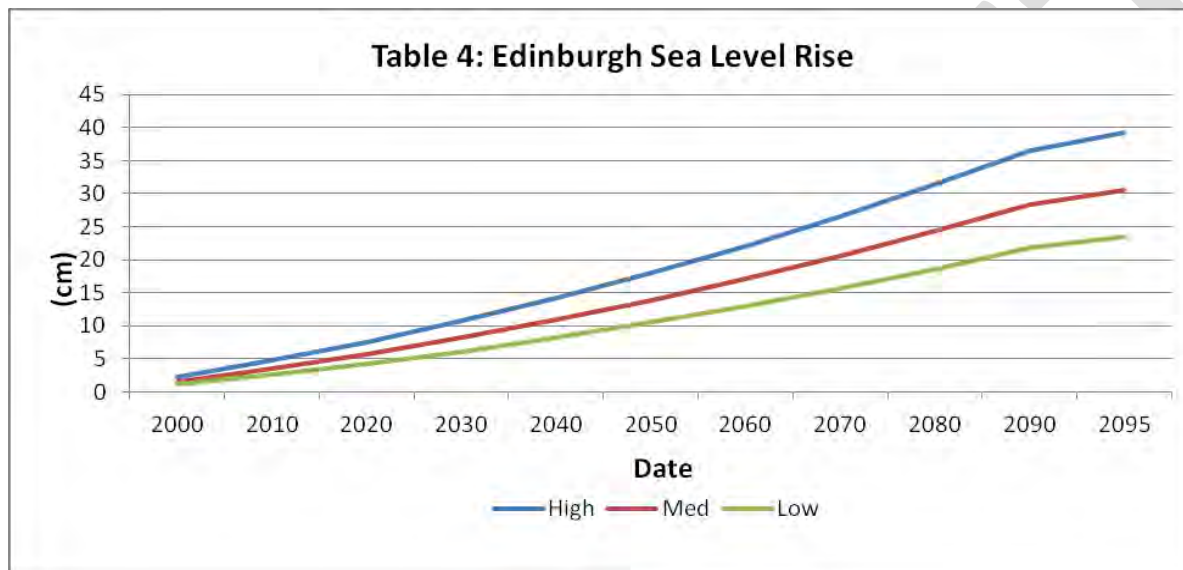
There have been high profile consequences of severe wind and storm events in Edinburgh in recent years. Edinburgh, in common with Scotland as a whole, is prone to severe gales in the winter months. The predicted trend is for a greater frequency of extreme events, including storms.

Rising Sea Levels

As global average temperatures increase, we will experience rises in sea level around the coast. Two major factors contribute to sea level rise. Firstly, as the sea warms it expands. This is called thermal expansion. Secondly, melting of land-based ice adds further water to the world's seas.

While Edinburgh has suffered from a number of river floods, coastal flooding has not been a significant issue up to now. However there are concerns that climate change could lead to more widespread

coastal flooding, resulting from a combination of rising sea levels, increased frequency of storm surges, and rougher sea conditions. Table 4 shows UKCP09 projections for future sea level rise around Edinburgh's coast, based on the three scenarios of future levels of greenhouse gas emissions³.



³ [UK Climate Projections – Sea Level Rise](#), updated 11 March 2011

EDINBURGH'S LOCAL CLIMATE IMPACT ASSESSMENT

In 2012, the City of Edinburgh Council participated in an Adaptation Scotland pilot [workbook for local authorities on climate change adaptation](#). Our Local Climate Impacts Profile (LCLIP) was updated as part of this process. The aim of a LCLIP is to help local authorities establish and prepare for the impacts of climate change and extreme weather events on the delivery of local authority services. The original LCLIP was compiled in 2008. The City of Edinburgh Council was one of four Scottish local authorities that took part in this Adaptation Scotland led project. The LCLIP now covers a 13 year period between 1997 and 2011.

Using existing regional research and recorded local weather events, the Council assessed the potential impact of climate change on its buildings, local infrastructure and the way it manages its services. The LCLIP provides an assessment of Edinburgh's vulnerability to extreme weather events.

Local authorities provide many services that will be affected by climate change. Climate change impacts – such as wetter winters, drier summers, increased flooding and extreme weather events – have implications for service areas including:

- emergency planning;
- waste collection and disposal;
- strategic and land-use planning;
- building control;
- estates management;
- protection and management of biodiversity and greenspaces;

- provision and management of leisure facilities and open spaces;
- events management
- transport infrastructure and fleet services;
- social services.

Weather Data

Relevant weather data from 1997-2011 was researched to verify severe weather events described in media reports and service information. Data was supplied by the Royal Botanic Garden Edinburgh weather station⁴, the Gogarburn Edinburgh weather station⁵ and the Met Office website⁶, and the online Weather Underground website⁷ and the Climatological Observers Link⁸ - an organisation for amateur meteorologists - were used as additional sources (though averages and records from these sites are not official values).

Correlation of media reports, service information and weather data enabled the assessment of the consequences of severe weather events for services.

⁴ www.rbge.org.uk/science/plants-and-climate-change/edinburgh-weather-station

⁵ http://www.tutiempo.net/en/Climate/EDINBURGH_GOGARBANK/31660.htm

⁶ www.metoffice.gov.uk/

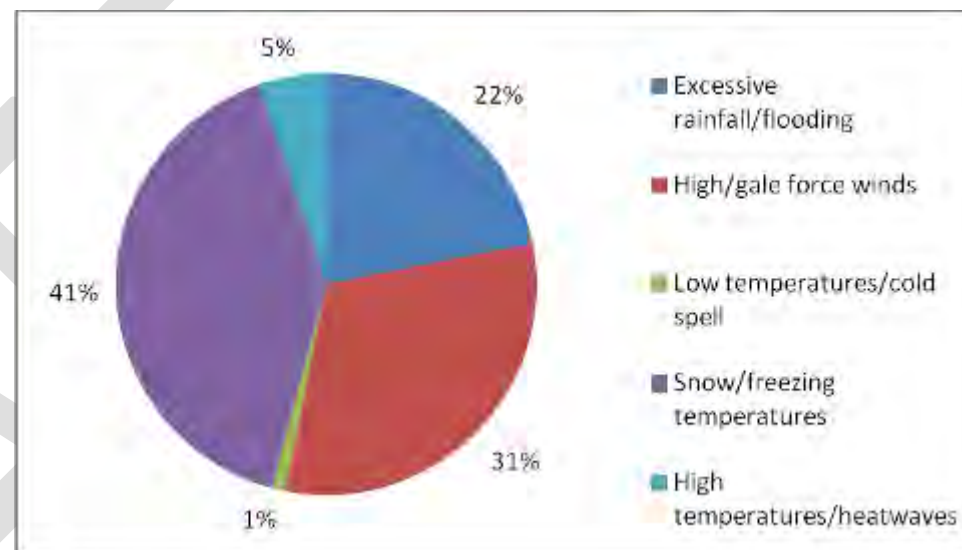
⁷ www.wunderground.com/history/

⁸ www.met.rdg.ac.uk/~brugge/col.html

Media Search

- 472 media references to weather events and impacts were identified and recorded in the period 1997 to 2011.
- Media reports reflected the study area's urban character and Edinburgh's role as a major tourist centre.
- Incidents of flooding, high winds and severe frost were the most regularly reported weather events with their associated impacts on infrastructure, property, transport movement, biodiversity and communities.
- Media reports not rated as highly relevant in identifying significant weather events included references to localised flooding, hot summer weather, warm weather and others that did not have an immediate consequence for services.
- Many media reports reiterated previously reported events and it was noted that there was increased reporting of weather events since the original LCLIP and a tendency in some media reports to sensationalise weather incidents. Some reports referred to weather warnings that did not materialise.
- A number of media reports referenced the perceived impact of "weather" (e.g. the hot summer of 2003, extended summer rainfall during 2007, the severe winter of 2011, the heatwave of September 2011 or short periods of torrential rain/downpours) on sporting, cultural and tourist events and visitor numbers.

Weather events identified by Edinburgh LCLIP media search 2007-2011



The original LCLIP media search showed the increasing prevalence of precipitation-related severe weather events, in the form of excessive rainfall/flooding and frost/ice/snow.

The second LCLIP (2008-2011) found a major increase in severe weather incidents and impacts on Council services from snow and freezing temperatures. This is due to the severity of the winters of 2008/09 and 2009/10.

Specific incidents of excessive rain and subsequent flooding have also risen from 15% in the original LCLIP to 33% in the second. Incidents of high winds and gales have remained the same at 19%.

Project Findings

The LCLIP found five types of weather event that impacted on the Council and the city:

- a warming trend;
- more frequent intense rainfall;
- extreme weather events;
- heavy snowfall and subsequent thawing
- other – including lightning strikes.

Over the first 10-year period (1997-2007) flooding and high winds were the most regularly reported weather events with their associated impacts on infrastructure, property and transport movement. From 2008-2011 (the period of the second LCLIP) incidents of intense rainfall, flooding, high winds and snow and thawing were the most regularly reported with associated impacts on infrastructure, property and transport movement. The severe winters of 2008/09 and 2009/10 in particular affected Council services. The Council's response to these extreme winter weather events was significant in terms of the resources deployed but, despite this, the city still experienced significant disruption. In response, a winter weather preparedness strategy and short-term measures were developed. These should reduce disruption caused by such severe weather events.

Other severe weather events had a more limited impact on Council services, principally because these services have already adapted or are planning to adapt. Impacts tended to result from infrastructure failure exacerbated by the weather. Emergency Planning arrangements were found to be effective for weather-related incidents both experienced to date and predicted.

1. Warming Trend

Weather data for South East Scotland shows a distinct warming trend⁹ with the largest temperature increase (up to 2°C) in winter months. Nine of the 10 hottest years on record have occurred since 2001, according to the Met Office's temperature data. However recent years have seen a spate of cold winters, with 2009-10 being recorded as the coldest in 31 years. This has caused major disruption to the city and to Council services.

1.1 Biodiversity

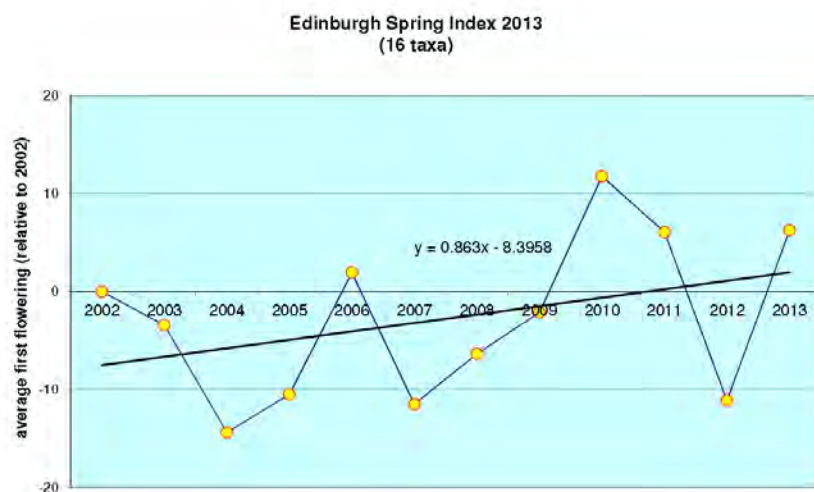
Climate change is having a direct impact on biodiversity in the UK. This is evident in the shift in timing of seasonal events such as budburst, flowering, egg laying and the arrival of migrant birds. Climate change is also acting as a further stress on some ecosystems already under pressure.

Nationally, a consistent warming trend is now associated with changes in the flowering and breeding patterns of wildlife. According to the [Woodland Trust's Nature Calendar](#), Britain's native trees are fruiting on average 18 days earlier than 10 years ago. Flowers are coming into bloom in gardens and the countryside earlier, birds and animals are breeding earlier and their distribution is changing. In general, levels of bioproductivity may be increasing although the breeding success of individual species has been variable in recent years.

The [Royal Botanic Gardens' 'Edinburgh Spring Index'](#) provides further evidence of earlier flowering dates of all taxa flowering

⁹ *State of Scotland's Environment 2006* SEPA, Part D – Environmental Challenges, Figure C4: Change in mean temperature...1961-2004

before the Spring Equinox, relative to 2013.



Climate change may be a contributory factor to the regular presence of kingfishers on the Water of Leith, and on other watercourses in Edinburgh, as the recent succession of mild winters will have supported recovery of the local population.



Climate change is thought to be partly responsible for other species extending their range into Edinburgh, such as the northward spread of the nuthatch. These insect-eating birds have recently bred in

the Lothians for the first time and there have been an increasing number of sightings in Edinburgh woodlands, parks and gardens.

Some effects of a slowly warming climate are becoming evident in the delivery of Council services. The [Edinburgh Local Biodiversity](#)

[Action Plan 2010-15](#) (LBAP) includes a new section and various actions on climate change mitigation and adaptation.

A practical example of this is the work the Council is doing to protect and preserve the honeybee. One fifth of honeybee hives died in the winter of 2008/09. The causes of the current rate of loss are thought to be a combination of factors including climate change.



The LBAP is implementing a series of actions to: provide more bee-friendly plant species and habitat features; increase our knowledge of the city's bee species through recording; and, raise awareness of the decline in bee populations.

As projected trends in temperature and rainfall become more evident in Edinburgh some form of intervention or active management may be necessary to maintain the city's current natural habitats and wild species and to accommodate new species moving into the area.

1.2 Pests

Figures on the number of requests for local authority pest control services have been published by Audit Scotland for 2003 to 2005 only. These show that the total number of requests increased by 50% over that two-year period in Edinburgh, compared with a 19% increase for Scotland. However, this is a very short time period to draw any strong conclusions. The large number of requests in 2003-04 may partly be a reflection of the very hot summer in 2003.

Where the Council's pest control service used to deal sequentially

with mice in the winter, ants in the spring, gulls in the early summer and wasps and bees in the summer they are now requested to deal with mice year-round, ants from January to September and gulls in the spring, with resulting pressures on staffing resources.

Recent warm summers have also led to a rise in Edinburgh of complaints about wasps with unusually large nests being formed due to the plentiful food supply of aphids and greenfly. Wasps are now the most frequently reported pests in Edinburgh, with requests exceeding those for mice in 2006-07. More conclusive evidence of trends for all pests will emerge as a longer data series builds up. This may also be the case for other pest species. The longer growing season also means that city buildings are more likely to have some degree of fungal growth on walls and plant growth in gutters. Wetter winters may increase damp problems in Council housing and other properties.

Pest control figures need to be interpreted with caution as the rising trend may be affected by reduced tolerance on the part of the public, rather than (or in addition to) real changes in the frequency of incidents. Other factors may also influence the number of requests for Council intervention – for example, revisions to charging policies or the use of private pest control contractors.

There was a peak in mice and rat complaints in 2005-06, which was echoed in higher requests for private pest control services. This may have been related to rates of house building and other development, which disturbs existing populations and stimulates breeding.

Because of the warmer winters, the growing season now starts on average three weeks earlier than it did in 1961 and extends two

weeks further into the autumn. The resulting increased bioproductivity has had significant impacts on pest control, grounds maintenance and management of green waste. The pattern, nature and severity of pest problems have meant a heavier workload for the Council's Pest Control service.

The Parks and Greenspace services were considering at the time of the initial LCLIP what adaptations would be required. These include how to go about replacing a tree stock that may come under increasing stress/disease and how to adapt maintenance regimes to the ever-lengthening growing season. One option that was under consideration was to naturalise a number of parks to reduce the need for regular and extensive mowing and provide habitats more suitable for species migration/conservation. This may free resources to extend grass cutting in those parks more suited to formal lawns.

1.3 Parks and Gardens



The extended growing season has resulted in increased green waste, affecting not only the green waste recycling service but also the parks maintenance teams who are responsible for routine tasks such as grass cutting. The Council through its Living Landscapes project is looking at ways to reduce green

waste and allow greenspaces to return to a more natural state through reduced grass cutting and maintenance.

If the current warming trend continues consideration will need to be given to adapting maintenance and watering regimes to suit longer, warmer, drier summers and to the choice of trees, shrubs and flowers planted in parks and greenspace across the city.

There are also implications for the city's biodiversity if a warming climate changes the current suitability of local habitats for wildlife and increases the occurrence of pests and diseases. The implications of climate change for pests and diseases in the city's parks and gardens are difficult to predict. This is because there is a fine balance between pests and disease-causing organisms and the trees, shrubs and flowers that they affect. The majority of insect pests affecting the city's gardens are likely to benefit from climate change as a result of increased summer activity and reduced winter mortality.

Climate change could have implications for the spread of well-known plant diseases such as Dutch Elm Disease. Warmer, wetter conditions could enable the beetles which carry the disease to complete more breeding cycles in a year. Until now, Edinburgh's relatively cool climate has been a factor helping to inhibit the spread of the disease. Similarly predicted warmer and wetter weather could help the spread of Acute Oak Decline and Ash Dieback, which is an example of how quickly a newly emerged disease can gain countrywide significance.

In addition, some insect pests that are currently present at low levels, or that are not considered a threat at this time, may become more prevalent. As the climate warms some pests may migrate into the city from more southerly parts of Britain.

Summer droughts and prolonged wet periods may adversely affect

the health of many trees and shrubs currently planted across the city. This will increase their vulnerability to disease.

Because the impact of climate change on some pests and diseases cannot be predicted it will be important to maintain a high level of vigilance to ensure the continuing health of the city's parks and gardens, particularly during periods of environmental stress.



1.4 Property

The longer growing season means that city buildings are more likely to have fungal and plant growth in gutters etc. This combines with more frequent instances of heavy rainfall to impact on building maintenance, particularly as regards historic buildings.

An increase in wet and dry weather cycles is going to accelerate stone decay. As the majority of buildings in central Edinburgh are stone, this would impact on the integrity of the historic urban fabric and could potentially pose a risk to passersby as well.

2. Extreme Rainfall and Flooding

Weather data suggests that Edinburgh is experiencing progressively drier summers and wetter winters, with increased rainfall intensity in autumn and winter. The period of most intense rainfall appears to be shifting from summer towards autumn. This trend toward drier summers and wetter winters is expected to continue into the future.

This is shown in the LCLIP, at least in relation to wetter winters and increased rainfall intensity in the autumn. However, instances of intense and prolonged summer rainfall have caused localised disruption and damage, with flooding resulting from a combination of surface water and surcharged drainage.

The wettest year on record at Edinburgh's Royal Botanic Gardens was 2008 with a total of 907.9mm (981.4mm in 12 months in 2007/08 or 141% of the average) and the wettest month has been August 2008 with 202.3mm; that is 326% of the average for August (230.6mm in a 31 day period in July/August 2008).¹⁰

Heavy rainfall has caused significant disruption to the city in recent years. The East of Scotland has seen an increase in average rainfall intensity by 7.6% on 1961 levels¹¹.

Extreme rainfall, often resulting in flooding from a combination of surface water and surcharged drainage, has led to localised disruption and damage. Localised flooding has an impact on infrastructure, property and transport movement, leading to road and rail closures, and damage to homes and businesses. Impacts tend to result from infrastructure failure exacerbated by the weather. The East of Scotland has seen an increase in average rainfall intensity (*i.e.* mm per day) by 7.6% on 1961 levels¹².

In April 2000 severe weather caused widespread flooding. Very wet

weather accompanied by strong north-easterly winds brought floods to north-east Scotland. This caused flooding throughout Eastern Scotland, and Edinburgh was one of the most severely affected areas. A total of 112mm of rain fell over 48 hours. The monthly average rainfall in Edinburgh for April is 42.2mm. River flows were the highest ever recorded on the Water of Leith and the Braid Burn.



The flooding affected some 750 residential and business properties in the Edinburgh area including Murrayfield Stadium, two residential care homes and a school. Lothian & Borders Fire and Rescue Service received over 500 calls - 296 within a six-hour period.

Firefighters evacuated more than 150 people from their homes, including nearly 100 elderly residents from nursing homes in the Gorgie and Peffermill areas of the city. Around 700 Council staff worked to reopen flooded roads, clear mud and debris from roads and pavements and respond to calls from residents. 8,000 sandbags were filled to minimise the damage. 2,500 people lost power when an electricity sub-station was engulfed by more than a foot of water. Several main roads throughout the city were closed, including an eight-mile stretch of the city bypass. Later in the same year, on 8 November, four houses were flooded and a flood alert was initiated resulting in emergency flood works.

The costs of flood damage at the time were estimated at £25 million. The immediate cost to the Council was estimated at just over £1 million for land drainage works and repairs to highways,

¹⁰ Royal Botanic Gardens Edinburgh – Edinburgh Weather Station - <http://www.rbge.org.uk/science/plants-and-climate-change/edinburgh-weather-station>, webpage last updated 1 March 2012

¹¹ *Handbook of Climate Trends* SNIFFER January 2006 – Precipitation related variables, Table 19: Changes in average rainfall intensity

¹² *Handbook of Climate Trends* SNIFFER January 2006 - Precipitation related variables, Table 19: Changes in average rainfall intensity

removing fallen trees and debris plus the evacuation of a care home. In 2001 the Council received Scottish Government funding of £150,792. This grant reimbursed the Council for the immediate costs of ensuring public safety after the two flooding incidents in 2000.

While major flooding events such as that experienced in April 2000 are rare, climate models predict more prolonged and intensive periods of rainfall. In 2006 the council published a flood risk strategy¹³ to plan ahead and the council's State of the Environment Audit 2008¹⁴ brings together a wide range of evidence on recent environmental trends.

2.1 Water of Leith and Braid Burn



Edinburgh has also suffered from riverine flooding in recent years. An estimated £25m worth of damage to around 600 homes and businesses was caused when the Water of Leith and the Braid Burn burst their banks in 2000.

¹³ *Flood Risk Strategy for the City*, City of Edinburgh Council Executive, 14 November 2006

¹⁴ *Edinburgh's Environment: State of the Environment Audit Baseline Report* The City of Edinburgh Council May 2008

Much of the burn's natural flood plain has been constrained by residential development. It had burst its banks five times in the last 16 years. One of the most recent example occurred in August 2008 leaving Old Dalkeith Road and Inch Park flooded, with localised flooding in residents' gardens.

After April 2000 the Council decided to progress two major flood prevention schemes along the Water of Leith and the Braid Burn. Both schemes are funded by the City of Edinburgh Council and the Scottish Government.

The Water of Leith Flood Prevention Scheme comprises a series of walls and embankments along the river banks to protect properties from flooding. There are other associated works such as landscaping, pumping stations and drainage. Upstream storage has been created. This has the benefit of reducing high flows during storms. As funding was not available to implement the Scheme in full, it was agreed to deliver it in phases. Phase 1 is largely complete. Proposals for Phase 2 are currently under review.

The Braid Burn Flood Prevention Scheme was completed in October 2010 and provides protection to approximately 900 properties. It comprises physical defences in the form of flood walls and embankments at vulnerable locations along the route. Two temporary flood storage reservoirs have been constructed at Inch Park and Peffermill. These will hold back water in the event of a flood and allow it to flow back into the burn as flood water levels fall. At Inch Park, more than £100,000 was spent on environmental improvements, including hundreds of trees and thousands of shrubs, with reed beds designed to create a habitat for waterfowl.

The Council has also identified unbuilt areas of land which fulfil an

important flood function and which should be allowed to flood in order to protect other, built-up areas from floodwater. These are shown on the [Edinburgh Local Development Plan](#) Proposals Map as areas important for flood management.

2.2 Balcarres Street

Since 2000, mainly short duration storms or periods of extensive rainfall have led to a number of localised flooding incidents, due to excess surface water and surcharged/choked sewers, drains and culverts. Flooding caused by blockage is more frequent in many locations than that caused by severe weather.¹⁵



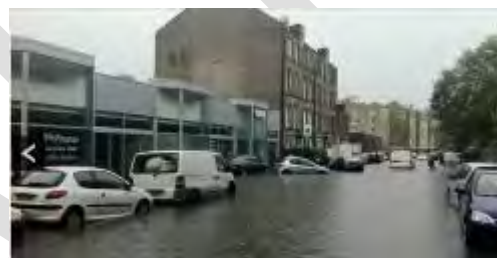
Two of the most recent incidents took place in the Morningside area of the city in 2011. The flooding was a result of exceptional adverse weather conditions.

On 8 July there was severe flooding due to thunderstorms over Edinburgh. 36mm of rain was recorded in two hours at Bonaly, the seasonal average for July is 5.6mm. On 17 October the severe weather resulted in an intense downpour for about four hours. A maximum rainfall of 20 mm over a two hour period was recorded again at Bonaly.

The intensity of rainfall exceeded the amount the drainage systems

¹⁵ *Flood Assessment Reports*, City of Edinburgh Council, 2001, 2003, 2005, 2007

could be expected to take without above ground flooding. The significant localised flooding which occurred as a consequence was not caused by any defects in the drainage systems or faults in its maintenance. Business premises and homes were flooded, and flooding of the road led to damage to cars, waste bins and travel disruption. Surface water ran down through gardens, round houses and collected in basements and back gardens causing damage on Greenbank Road.



Surface water from a large area of Morningside runs downhill and collects at the low point in Balcarres Street. The layout and level of the buildings on the street has resulted in a development that is

vulnerable to flooding of this kind, and leaves limited options to improve the situation. The drainage system in place is known as a combined sewer which carries foul and storm water. The sewer system has had problems downstream and the only surface water outlet is the Jordan Burn culvert, which has limited capacity. The sewer is the property of Scottish Water.

Since it is not possible at present to prevent flooding in all circumstances, and since it is likely to be some time before a permanent improvement could be achieved, it was recommended that the Council provide flood defense equipment to help householders in Balcarres Street. The estimated cost at the time of supplying and installing temporary flood defense products and improving gullies was approximately £30,000 and was met from existing Flood Prevention Revenue and Roads Capital Budgets.

Specific short term actions include the procurement and installation of dismountable defenses.

Any permanent solution is likely to involve significant investment and can only be developed through cooperation between the Council and Scottish Water under the process set out by the Flood Risk Management (Scotland) Act 2009. There is now a duty on both parties to work together to develop solutions and Flood Risk Management Plans. The Council has carried out a pluvial flood risk screening study which identifies which areas are at risk.

While major flooding events are rare, climate models predict more prolonged and intensive periods of rainfall. Local Flood Risk Management Districts are currently being established to produce a Flood Risk Management Plan for the Forth Estuary District. It is likely the Council will be the Lead Authority for the District and will be required to produce a Plan for the District, in co-operation with Scottish Water and the other authorities by December 2015. The Plan must show the measures which are required to deal with flooding from all sources.

The Council has already carried out modelling work which indicates the areas at risk of flooding from surface water. Scottish Water is due to start modelling work in all the major cities to develop measures to address sewer and surface water flooding. This will be carried out in conjunction with the Local Authorities, who may be expected to contribute to the costs. However it is recognised that it is not economically possible to prevent flooding of roads in all events, especially in areas like Balcarres Street where the urban area has expanded while still draining into old systems.

2.3 Coastal Flooding

Climate change could lead to more widespread coastal flooding, resulting from a combination of rising sea levels, increased frequency of storm surges, and rougher sea conditions. Research by the Scottish Environment Protection Agency (SEPA) indicates that areas of Leith are at risk from high sea levels and storms surges.

A severe storm surge in 1953 inundated many coastal areas of South-East England and the Netherlands with devastating consequences. This raised water levels by 2.97 metres at Kings Lynn, although in Scotland the uplift was considerably smaller – just 0.82 metres at Leith, for example. Nevertheless, climatic change is likely to generate more frequent and more severe storms of this type.

In late March 2010 the East of Scotland was hit by a storm comprising easterly gales, heavy rain and blizzards. A tidal surge coincided with the highest spring tides of the year. The Firth of Forth was worst affected, damage being caused to the coast of Edinburgh, Fife and East Lothian. In Edinburgh there was storm damage to coastal defences from Cramond through Portobello to Eastfield. Work to ensure damaged areas were made safe involved a significant response from a range of Council services, all met out of Council budgets. This work is not eligible for Central Government support under the Bellwin Scheme or at a level to be paid by the Council's Emergency Funds. £214,000 of the estimated cost was met by the Council's Services for Communities Department and £344,000 by City Development capital budgets. A number of infrastructure projects were delayed in order to accommodate the additional expenditure within the Coast Protection budget. An

estimated £23,000 worth of damage was caused to private property.

In early January 2014 SEPA issued a warning that high tides coupled with a storm surge would affect the Forth estuary and may affect low lying areas. While this did not materialize, it did result in some localised flooding.

Rising sea levels and storm surges will increase the risk of flooding in low-lying areas. Future climate scenarios predict sea level rise relative to the land in some areas; by 2080 the current estimates range from between 0 and 600 mm sea level rise, leading to increased risk of flooding around Scotland's coasts. Although Edinburgh has escaped significant coastal flooding, the risk cannot be ignored. Due consideration must be given to minimising the risk to existing and future developments in low-lying coastal areas – especially to the most vulnerable groups of people and to the most vulnerable land uses (e.g. essential public infrastructure). The effects of rising sea levels on coastal habitats and sites of natural and cultural interest also need to be taken into account.

Under the Coast Protection Act 1949 the Council has a duty to ensure coastal defences are inspected regularly and repair work is carried out as required. The Council has ownership of the coastal defences between Cramond and Newhaven and Seafield and Joppa. It identifies and carries out repairs to these sections of the coast, within available resources and funding. The type of coastal work carried out includes maintenance or repair works to damaged sea walls, land acquisition by compulsory purchase, prohibition of excavation or removal of any materials from the seashore and making contributions towards the costs of others carrying out coastal protection work. The Council also works closely with Arcus

to manage water levels in Leith Docks during high tides. The Water of Leith must be able to discharge enough flood water into the sea to prevent flooding occurring further upstream.

The cost to the Council of coastal defence essential repairs over the period 2008-2011 was estimated at £740,000. Repair and maintenance works are not eligible for grant assistance from the Scottish Government. However new works have to be promoted as a coast protection works scheme, and may be eligible for grant assistance.

The Council supports the Forth Estuary Forum's approach of pursuing an integrated approach to coastline management. This will entail the production of a Shoreline Management Plan by 2015, which will provide guidance on the maintenance of coastal defences and the control of development along the coast.

3. Extreme Weather Events

There have been a number of high profile impacts resulting from severe weather events in Edinburgh in recent years, including the cancellation of the Hogmanay celebrations, closure of the Winter Wonderland in Princes Street Gardens, damage to infrastructure and biodiversity, street closures due to falling masonry and trees, and loss of revenue to business. Edinburgh, in common with Scotland as a whole, is prone to severe gales in the winter months. Over recent years, some weather data gathered on the Forth Road Bridge indicates that high wind events have increased over the very short term¹⁶. Climate change trends predict a greater frequency of extreme weather events rather than a change or increase in the severity of strong or gale force winds.

In 2006 Edinburgh's Hogmanay Street Party was cancelled in the interests of public safety due to storm-force winds and heavy rain in the city centre. Wind gusts of 92mph were recorded. The total cost of the cancellation of the Street Party was met by £2 million worth of insurance cover – a learned outcome from the cancellation of the 2003-04 event due to similar adverse weather conditions.

Strong winds during December 2006 caused the cancellation or closure of some of Edinburgh's Christmas festivities. Edinburgh's Winter Festivals attract a local, national and international audience with an estimated economic impact of over £33 million. They are funded through a variety of sources including the Council's revenue budget, commercial sponsorship and income generation. The reported success of the 2007-08 Winter Festivals demonstrated that Edinburgh's Hogmanay recovered well following the cancellation of

¹⁶ *Edinburgh's Environment: State of the Environment Audit Baseline Report* The City of Edinburgh Council May 2008

the previous year's Street Party. Public and marketing confidence are of vital importance to the success of such high profile events indicating the need to plan for events that are weather resistant.

In April 2010, fallen trees caused road closures and traffic disruption while the debris was removed. Falling scaffolding and loose tiles led to the closure of an area of the High Street and the Royal Mile was closed after a 60ft tree fell on a car and masonry fell onto the street.



In May 2011, high winds caused the closure of Edinburgh bus station, the Forth Road Bridge, the Zoo and Botanic Gardens as wind gusts exceeded safety levels. Princes Street Gardens were closed due to safety concerns about falling branches.

The Forestry Service responded to over 350 emergency tree incidents involving hundreds of fallen and damaged trees. With the support of Roads Services, Ranger Services and neighbourhood task force teams, roads and pedestrian walkways were kept open and safe throughout this period. A major clear up phase was completed by the end of June.

In December 2011, high winds again led to the closure on safety grounds of Edinburgh Castle, the Forth Road Bridge, Edinburgh Zoo, the Botanic Gardens and Princes Street Gardens Winter Wonderland. Roads were closed because of falling debris and trees, there was further travel disruption and double decker buses were taken off the road. Fallen masonry led to the closure of a city centre street, cars and property were damaged by debris from roof

and chimney stacks, offices and schools were closed early and police advised against non-essential travel in the afternoon.

The Council's Shared Repairs Service provides an emergency service to deal with situations where there is a risk to public safety or public health. The Council can use its legal powers to issue a statutory notice and carry out the emergency repair. When particularly bad weather is forecast by the Met Office extra provisions are made.

4. Winter Weather Preparedness

Edinburgh experienced two bouts of particularly severe winter weather in 2009/10 and 2010/11 including the coldest average daily temperatures since 1947 and the highest number of days with snow lying since the winter of 1963. December 2010 was reported as the coldest since Met Office records began.



The severe weather emergency in December 2009 to January 2010 was considered to be exceptional in terms of volume of snow, low temperatures and overall duration. This severe weather was reported as the worst in decades. Prior to

the severe weather of 2009-10, the Council had a relatively stable response to winter weather conditions. The established gritting fleet and routes worked well and because there were few prolonged spells of severe weather, additional resources from outwith the Council were never considered.

This severe winter weather caused major disruption to the city and

to Council services. The Council's response to these conditions was very significant in terms of the resources deployed but, despite this, the city experienced significant disruption. The Council's response developed significantly over these two winters.

For 2009-10 a number of unprecedented steps were taken in order to augment the normal response. This included:

- Redeployment of further staff from non-essential work
- Use of those serving Community Service Orders
- Deployment of contractors on an emergency basis
- Provision of food parcels for vulnerable people
- Contact arrangements to keep in touch with vulnerable people
- Targeting of snow-clearance resources to schools, care homes and other important sites
- Use of 4x4 vehicles to enhance access for care and support services for vulnerable people

As a result of these additional measures there were typically 350 people deployed on snow clearing duties.

Following a report in May 2010, the Council invested in a further eight mini-tractors and secured five additional lorries capable of being converted for winter maintenance work. These measures significantly enhanced the fleet at minimal extra cost. Additionally, the Council's salt storage capacity was increased by 38% so that before the winter period began, the Council had some 7,215 tonnes of salt in storage.

A tailored "Severe Weather Emergency Plan" was developed and implemented in November 2010 following heavy snowfall. As a result the Council's response was more formally managed during

those early days than during the previous winter. Of particular significance was the speed with which private contractors were deployed – within 2 days of the first snowfall. The Council's response included all the measures listed above, augmented by:

- The number of people on snow-clearing duty increased from 350 to 650 largely due to enhanced use of private contractors, and the additional plant, vehicles and equipment.
- Military assistance was requested and provided for a short period in December 2010.
- Exceptional measures were taken to relieve measures in relation to refuse collection. These included permission to use garden waste containers for domestic waste, distribution of over 40 skips and large containers to supermarket car parks etc across the city and hand collection of refuse sacks in some hard-to-reach areas.
- Use of grit-dumps to maximise availability of grit in areas where permanent grit bins could not be reached or where demand was particularly high.
- The securing of additional salt supplies from the Scottish Government's strategic reserve.
- The communications plan was intensified with daily Member's Briefings throughout the period, supplemented by more detailed briefings from Neighbourhood Managers and significant usage of Twitter and other social media.

Lessons Learned

- This severe winter weather caused major disruption to the city and to Council services. The Council's response to these conditions was very significant in terms of the resources deployed but, despite this, the city experienced significant disruption. The Council's response developed very significantly

over these two winters. However some communities nevertheless experienced significant disruption.

- A key factor in carrying out any review of the Council's preparedness for severe winter weather is to assess the likelihood of similar events recurring in future years. This is impossible to predict at the moment. Met Office records show these two winters reversed a trend of nearly 10 years of milder winters.
- A "just-in-time" approach is not feasible if a trend of freezing winters were to develop. Financial resources were not the constraint limiting the Council's response, rather the scale of the response was constrained by the availability of plant, vehicles, equipment and manual labour. When Edinburgh experiences severe weather, it is highly likely that much of Scotland will be facing similar conditions (or much of the UK). In these circumstances, the supply of plant etc is quickly exhausted. There are also significant challenges in deploying a large manual labour force quickly – so this too needs to be planned in advance. Salt supply also needs to be taken into consideration.
- A Corporate Severe Weather Resilience Plan was developed. It details the Council's arrangements for responding to any form of severe weather emergency and to ensure the continued delivery of essential Council services during periods of severe weather and their aftermath.

5. Further Work

Edinburgh World Heritage, together with climate scientists and conservation experts, are working on a climate modeling tool for the whole city. This tool could be applied to other cities to assess risks and impacts on the built fabric, particularly in their historic centers, to help understand future climate impacts and develop an effective adaptation strategy.

KEY CLIMATE RISKS FOR EDINBURGH

Effective climate risk management requires that the likelihood and consequences of impacts are understood and assessed at the service delivery level within local authorities. The Council's [Local Climate Impacts Profile](#) is a step towards identifying potential threats. To further this process, a high level analysis of existing climate risks for Eastern Scotland has been conducted, based on the known climate trends outlined in this Framework and the existing service responsibilities of the Council. This should act as a precursor to more rigorous service-based risk assessment and will be vital in identifying and developing appropriate actions for responding to the climate risks. Following guidance in Adaptation Scotland's Adaptation Workbook for Local Authorities risk is determined by a climate change impact's likelihood and impact.

Likelihood

Likelihood	Score	Recurrent Impact
Rare	1	Unlikely to occur during next 25 years
Unlikely	2	May arise once in 10 to 15 years
Possible	3	May arise once in 10 years
Likely	4	May arise about once a year
Almost Certain	5	Could occur several times a year

Impact

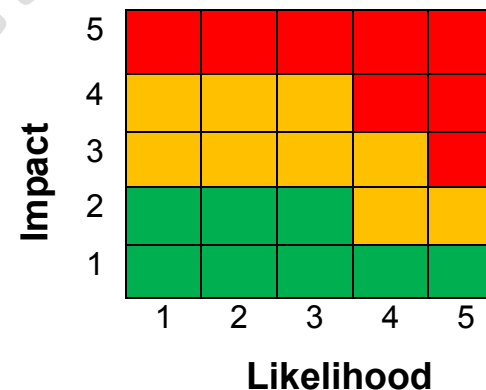
Impact	Score	Nature of Impact
Negligible	1	Appearance of threat but no actual impact on service provision
Minor	2	Isolated but noticeable examples of service decline. Minor environmental damage
Moderate	3	Service provision under severe pressure. Appreciable decline in service provision at community level. Isolated but significant

		instances of environmental damage that could be reversed. Small number of injuries
Major	4	Services seen to be in danger of failing completely with severe/widespread decline in service provision and quality of life. Severe loss of environmental amenity. Isolated instances of serious injuries
Catastrophic	5	Widespread service failure with services unable to cope with wide-scale impacts. Irrecoverable environmental damage. Large numbers of serious injuries or loss of life

Assessing risk

Once the risk has been scored it will fall within one of these areas, where, as an indicator:

- **red area** requires urgent attention
- **amber area** requires active management
- **green area** is acceptable, subject to monitoring



	Climate Change Impact	Likelihood x Impact	Risk	Climate Change Impact	Likelihood x Impact	Risk
Property and Housing	Warmer, Drier Summers			Milder, Wetter Winters		
	Increased energy consumption for cooling	5 x 2	Yellow	Building damage	5 x 2	Yellow
	Increased growth pest infestations and vermin	5 x 2	Yellow	Reduced heating demand	5 x 2	Yellow
	Increased 'heat island' effect	5 x 2	Yellow	Dampness/mould issues increase	5 x 2	Yellow
	Increased bioproductivity promotes growth of problem species e.g. buddleia	2 x 4	Yellow	Increased pest infestations and vermin	5 x 2	Yellow
	Increased water demand	5 x 1	Green			
	Damage to buildings/fittings due to subsidence & heave	2 x 2	Green			
	Severe Weather Events and Extreme Rainfall			Sea Level Rise		
	Building damage	5 x 4	Red	Damage to sea defenses	1 x 1	Green
	Increased vulnerability of key heritage & cultural assets to damage	5 x 4	Red	Flooding/damage to coastal property and possible loss of property value	1 x 1	Green
Increased insurance costs	5 x 4	Red	Increased vulnerability to storm surges	1 x 2	Green	
Increased incidence of inundation and flood damage	5 x 4	Red				
Land Use Planning	Warmer, Drier Summers			Severe Weather Events and Extreme Rainfall		
	Policy response to enable local wildlife to adapt better to climate change. Planning must make it easier for species to move through the landscape to new habitats	5 x 3	Red	Design guidance to ensure developments will be built to withstand increased rainfall, more intense rain storms & more frequent flooding, including from surface water	5 x 4	Red
	New building design requirements in response to excessive summer temperatures and increased 'heat island' effect	5 x 3	Red	Development and strategic planning responses to ensure increases in rainfall intensity will result in changes and improvements in fresh and waste water infrastructure	5 x 4	Red
	Enabling policies required to reduce pressure from increased tourism and recreational demand	5 x 3	Red	Measures such as flood & coastal defences and enhanced drainage systems will be required to reduce risk posed by flooding.	5 x 4	Red
	High development churn rates due to subsidence and heave	2 x 2	Green	Disruption to transport – minimise need to travel through better town planning	5 x 4	Red
	Sea Level Rise			Disruption of services – decentralise provision of energy and water supplies	5 x 4	Red
	New and existing developments close to coast may need to be adapted	5 x 2	Yellow	More flexibility in choice of building materials and designs may be required	5 x 3	Red
	Development Plans will need to reflect impact of long term sea level rise	5 x 2	Yellow			

	Climate Change Impact	Likelihood x impact	Risk	Climate Change Impact	Likelihood x Impact	Risk
Road Services & Transport	Warmer, Drier Summers			Milder Wetter Winters		
	Failure of essential road infrastructure e.g. melting tarmac	5 x 2	Yellow	Increased road deterioration	5 x 3	Red
	Extreme Weather Events and Extreme Rainfall			Failure of drainage infrastructure	5 x 3	Red
	Failure of drainage infrastructure	5 x 4	Red	Disruption to work programmes and operational issues caused by water logged ground conditions	5 x 3	Red
	Increased incidence of localised and widespread flooding	5 x 4	Red			
	Increase road deterioration	5 x 3	Red	Sea Level Rise		
	Disruption to work programmes and operational issues caused by waterlogged ground conditions	5 x 3	Red	Failure of coastal defences	3 x 2	Green
	Increased number of emergency call-outs	5 x 4	Red	Storm surge inundation	3 x 4	Yellow
	Significant increases in maintenance costs/requirements for new infrastructure	5 x 3	Red			
	Economic and reputational ramifications of major transport disruption to Edinburgh	5 x 2	Yellow			
Biodiversity & Greenspace	Warmer, Drier Summers			Milder, Wetter Winters		
	Trees, vegetation and grass in parks and open space dying during prolonged periods without rainfall	4 x 2	Green	Habitat changes	5 x 3	Red
	Deterioration in river and wetland environments	4 x 2	Green	Severe Weather Events and Extreme Rainfall		
	Reduced water quality	4 x 2	Green	Damage to vegetation and trees	5 x 4	Red
	Increased fire risk – grasslands and moorlands	4 x 2	Green	Mature trees liable to be blown down during storms with potential to cause damage or injury, road traffic accidents and road closures. This will be especially important if storm events occur during prolonged wet spells in summer months when broadleaf trees are in leaf.	5 x 4	Red
	Longer growing season	5 x 3	Red			
	Species and habitat stress	5 x 3	Red	Deterioration of public parks	3 x 4	Red
	Introduction of new species	5 x 3	Red	Increased soil erosion and land instability resulting in increased risk of landslides & accelerated coastal erosion	3 x 3	Yellow
	Damage to tree roots – subsidence and heave	5 x 3	Red			
Deterioration in river and wetland environments	4 x 3	Yellow				

	Climate Change Impact	Likelihood x impact	Risk	Climate Change Impact	Likelihood x impact	Risk
Environmental and Community Health	Warmer, Drier Summers			Milder, Wetter Winters		
	Changes in incidence of vector borne diseases	5 x 4	Red	Increased risk of mould and fungal illness and associated respiratory problems	5 x 4	Red
	Increased risk of heat stroke, dehydration and respiratory problems	5 x 4	Red	Higher levels of air pollution when there is no wind	2 x 4	Red
	Severe Weather Events and Extreme Rainfall					
	Increased incidence of food poisoning	5 x 4	Red	Public health and safety risks increase	5 x 4	Red
	Reduced water quality – sea, river and standing water	5 x 4	Red	Disruption to essential community services for vulnerable individuals	5 x 4	Red
Increase in air particulates leads to worsening air quality	5 x 4	Red	Long- term mental health issues	5 x 1	Green	
Waste Services	Warmer, Drier Summers			Milder, Wetter Winters		
	Changes in incidence of vector borne diseases	5 x 4	Red	Increased pest infestations and vermin	5 x 2	Yellow
	Increased pest infestations and vermin	5 x 2	Yellow	Potential for leachate escape from landfills and contaminated land	2 x 1	Green
	Increased odour issues	5 x 2	Yellow			
	Increased bioproductivity promotes green waste volume	2 x 4	Green	Sea Level Rise		
	Severe Weather Events and Extreme Rainfall					
	Lost work days	5 x 4	Red	Loss of recycled materials	5 x 4	Red
Disruption to transport and supplies	5 x 4	Red	Increased insurance and repair costs	5 x 4	Red	
			Increased vulnerability to coastal landfills and contaminated land	1 x 1	Green	

Economy	Warmer, Drier Summers			Milder, Wetter Winters		
	Increased demand for outdoor events	5 x 3		Changes in demand for weather related goods/services	5 x 2	
	Additional staff heat and health risks	5 x 2		Severe Weather Events and Extreme Rainfall		
	Heat stress to service provision	5 x 2		Cancellation/disruption of events	5 x 4	
	Closure of water reliant recreational activities	5 x 2		Lost work days	5 x 4	
	Sea Level Rise			Disruption to transport and supplies	5 x 4	
	Loss of land and property values	5 x 2		Increased insurance and repair costs	5 x 4	
				Loss of land/property values	3 x 2	

DRAFT

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Princes Street: Tour and Sightseeing Buses and Coaches

Item number	7.4
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

Congestion on Princes Street has been exacerbated by coaches using it as a through route (which is currently permitted), and by vehicles stopping to load/unload where not permitted.

This problem is not new. However, it is desirable to address the issue now in order to reflect the Council's general aspiration to improve the environment on Princes Street and to maximise the operating efficiency of buses using Princes Street and the tram.

It is therefore proposed to amend the Traffic Regulation Orders (TROs) on Princes Street to alter slightly the eligibility of vehicles permitted to use Princes Street, and to facilitate enforcement of the TROs.

Links

Coalition pledges	P19
Council outcomes	CO7 , CO8 , CO9 , CO10 , CO22
Single Outcome Agreement	SO1

Princes Street; Tour and Sightseeing Buses and Coaches

Recommendations

- 1.1 It is recommended that Committee commence the statutory procedures to make the variation to TROs as described in this report.

Background

- 2.1 The principles of vehicular access to Princes Street, including permitted vehicle types, have been in place for nearly a decade, with the exception of the recent introduction of trams.
- 2.2 This has generally worked well. However, now the tram is operating, it is appropriate to address outstanding problems. The most immediate of these is congestion caused when coaches stop to load/unload where not permitted.
- 2.3 Loading/unloading during the day has not been permitted for many years. Nevertheless, even though hotels have co-operated with enforcement, it has proved difficult to eliminate. Whilst not a very frequent occurrence, each incident has significant impact.
- 2.4 The benefits and challenges of reducing the impact of traffic on Princes Street have been discussed by the Council (for example report to Committee 29 October 2013 'Building a Vision for the City Centre').
- 2.5 The Public and Accessible Transport Action Plan includes Action H25 'review coach set down and uplift points'.

Main report

- 3.1 The current TROs on Princes Street comprise three sections:
 - Lothian Road - South Charlotte Street: no access restriction. Waiting and loading prohibited at all times.
 - South Charlotte Street - South St David Street: access restricted to permitted vehicles 0700-2000. No waiting. Loading permitted 2000-0700 (ie when access is unrestricted) around nos 101-127 and 53-74 east and westbound.

- South St David Street - North Bridge: no access restriction. No waiting. Loading prohibited except at 10-14 Princes Street and Waverley Steps (prohibited between 0800-0915 and 1630-1830) and the Balmoral (loading any time).
- 3.2 Vehicles permitted between South Charlotte Street and South St David Street are: pedal cycles, taxis, trams/tram maintenance vehicles, fire/ambulance/police vehicles, defined building operations etc/roadworks vehicles (24 hrs notice), and:
- PSV (as defined by Section 1 of the Public Passenger Vehicles Act 1981).
 - local bus (PSV used for a local service per Section 2 Transport Act 1985, not an excursion or tour).
- 3.3 The first point above permits coaches and buses which do not provide a local bus service, for example, those that are providing a pre-booked tour, transporting a private group, or a long distance bus service which is not registered per Section 2 of the Transport Act. Hop on/hop off sightseeing buses ('Edinburgh Bus Tours') are registered local services and so qualify under the second point.
- 3.4 Loading is permitted between South Charlotte Street - South St David Street only when access is permitted to general traffic (2000-0700); and then only at specific locations. Nevertheless, it is evident that passenger un/loading does take place outwith the permitted times and locations. Although incidents of unauthorised loading and unloading of passengers are infrequent, they can cause significant congestion and delay to tram and bus services.
- 3.5 It is therefore proposed that PSVs (as defined by Section 1 of the Public Passenger Vehicles Act 1981) are no longer permitted to use this section of Princes Street between 0700 and 2000. This would remove coaches and buses which do not provide a local bus service. Local buses would not be affected.
- 3.6 This would reduce overall traffic on Princes Street throughout the day, and enhance enforcement. No change is proposed between 2000-0700.
- 3.7 If approved by Committee, it is proposed to consult from 10 November to 12 January 2015 (two months plus one week allowance for the festive period). This would include discussion regarding loading/offloading coaches with the hotels in the relevant section of Princes Street. The outcomes would be reported to Committee on 17 March 2014.

Measures of success

- 4.1 Traffic congestion on Princes Street is reduced.

Financial impact

- 5.1 Initiating this consultation carries no financial risk.
- 5.2 The costs associated with the statutory procedures will be approximately £1,000. These costs will be met from existing budgets.
- 5.3 The cost of implementing the TRO will be reported to a future meeting of this Committee.

Risk, policy, compliance and governance impact

- 6.1 The recommendation in this report is consistent with existing policies and aspirations of the Council.
- 6.2 Amending TROs on Princes Street may well be sensitive. This report proposes only to consult on the TROs; nevertheless this may generate varied reactions, which may or may not reflect possible eventual outcomes.

Equalities impact

- 7.1 Initiating this consultation has no impacts on equality or rights. An Equalities and Rights Assessment would be in effect through any subsequent programme to amend the TROs on Princes Street.

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:
 - The report's proposals to consult will have no impact on carbon emissions.
 - The need to build resilience to climate change impacts is not relevant to this report's proposals to consult.
 - This report's proposals to consult will have no impact on achieving a sustainable Edinburgh.

Consultation and engagement

- 9.1 The report recommends a consultation programme.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times
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 CO10 - Improved health and reduced inequalities 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	None

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Charlotte Square Public Realm Improvements Public Hearing of Objections to Traffic Regulation and Redetermination Orders

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

Executive summary

Two Traffic Regulation Orders (TROs) and a Redetermination Order (RSO) were advertised by the City of Edinburgh Council on 18 May 2012, in support of the approved Charlotte Square public realm improvements. Objections received to the TROs and RSO were referred to a public hearing and to Scottish Ministers respectively, in January 2014. This report informs the Committee of the Reporter's recommendations in relation to the TROs and of the Scottish Ministers' decision in relation to the RSO and seeks approval to comply with the Reporter's recommendations in relation to the TROs.

Links

Coalition pledges	P31 and P40
Council outcomes	CO7 and CO19
Single Outcome Agreement	SO1 , SO2 and SO4

Charlotte Square – Public Realm Public Hearing of Objections to Traffic Regulation and Redetermination Orders

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 accepts the Reporter's recommendations, as summarised in this report, and gives approval to make the Traffic Regulation Order (subject to the changes previously approved by Committee on 19 March 2013);
 - 1.1.2 notes the related, wider-area issues raised by the Reporter, as detailed in the main body of the report;
 - 1.1.3 notes the Scottish Ministers' decision to confirm the Redetermination Order without modification;
 - 1.1.4 notes that discussions have recommenced with representatives of Fordell Estates Limited, on an implementation plan and agreement;
 - 1.1.5 notes that the proposed terms of this agreement would be reported to Committee for its approval in due course; and
 - 1.1.6 notes that proposals for a 20mph speed limit on Charlotte Square and the wider residential area, will form part of a future report to Committee on proposals to roll out 20mph speed limits citywide.

Background

- 2.1 The Development Management Sub-Committee of the Planning Committee granted approval, on 7 March 2012, for the introduction of public realm improvements on all sides of Charlotte Square.
- 2.2 The City of Edinburgh Council then promoted the necessary draft Traffic Regulation Orders (TROs) and a Redetermination Order made under the Roads (Scotland) Act 1984 (RSO) in support of the public realm improvements. The latter Order (RSO) promotes the redetermination of the existing roads and footways in favour of increased pedestrian and cyclist space on the north, south and west sides of the Square. The draft Orders prompted a number of objections, which were reported to the Transport and Environment Committee on 19 March 2013. The Committee referred the objections to the TROs and to the RSO to a public hearing and to Scottish Ministers respectively.

- 2.3 Mr Robert Loughridge, LLB, LARTPI, was appointed by the City of Edinburgh Council - from the list of independent reporters maintained by The Scottish Government's Directorate for Planning and Environmental Appeals - to conduct a public hearing of the objections to the TROs and to submit his recommendations to the Council.
- 2.4 To assist them in reaching a decision on the RSO, the Scottish Ministers also instructed the Reporter to consider the RSO objections at the same time and report his findings directly to them.
- 2.5 This report informs the Committee of the Reporter's recommendations in relation to the TROs, and of the Scottish Ministers' decision in relation to determining the RSO, and seeks approval to comply with the Reporter's recommendations in relation to the TROs.

Main report

- 3.1 The Reporter reviewed all relevant documents, including a full set of objections, and held a two-day hearing of the objections on 14 and 15 January 2014. The hearing was conducted as an informal discussion and sessions were structured around four broad topics, which the Reporter required clarification on.
- 3.2 The four broad topics were:
 - 3.2.1 to consider the existing traffic patterns and volumes in and around Charlotte Square;
 - 3.2.2 to consider the impact of the proposals upon the existing vehicular, cycle and pedestrian traffic on Charlotte Square and its immediate environs;
 - 3.2.3 to consider how displaced vehicular traffic might disperse through adjoining streets and how widely dispersal might be expected; and
 - 3.2.4 to compare the benefits said to accrue from the scheme, if it were implemented, against the perceived disadvantages elsewhere in the immediate locale or more generally.
- 3.3 Objectors who wished to be heard were required to submit a brief Written Statement summarising their objection and indicating which of the four sessions they wished to attend. These statements are available as Background Papers to this report.
- 3.4 Objectors were given the option of being represented by another person, if they chose. Three of the objectors who attended the hearing spoke on behalf of a number of the other objectors.
- 3.5 An assurance was also given that the Reporter would consider all of the original objections, whether an objector chose to be heard or not.

- 3.6 The City of Edinburgh Council submitted a Written Statement summarising its case and addressing the four topics identified by the Reporter. This statement is available as a Background Paper to this report. The Council was represented at the hearing by officials from the Council's Legal, Transport and Planning functions, supported by a representative of CMS Cameron McKenna LLP.
- 3.7 The hearing was held at the George Hotel, George Street, Edinburgh. A site visit of the Charlotte Square site and surrounding road network was carried out during the evening peak traffic period on the first day, 14 January 2014.
- 3.8 The Report on the objections to the TROs was submitted to the Council by the Reporter on 9 July 2014. The Scottish Ministers' decision on determination of the RSO was received on 7 September 2014.

The Reporter's and Scottish Ministers' Main Conclusions

- 3.9 The Reporter found that the Charlotte Square public realm improvements, for which this Order is a necessary part, are not materially in dispute. The principal argument advanced by the objectors is that the traffic management proposals will encourage general through traffic to use alternative routes thereby increasing traffic volumes, noise and pollution on those routes.
- 3.10 The reporter concluded that there is considerable spare traffic capacity in Charlotte Square and that the traffic modelling undertaken by the Council is sufficiently robust to be confident that the combined changes can be safely implemented without causing directly any significant new traffic problem to occur elsewhere or materially aggravating an existing one.
- 3.11 The Reporter accepted the evidence tendered by the Council that any likely change in traffic movements will be modest and well within the capacity of the changed roadway in Charlotte Square.
- 3.12 The Reporter further noted that the impact of the proposals on the other streets of concern to the objectors will be minimal in terms of air quality, as there is likely to be, if any change at all, a modest reduction in volumes of traffic there.
- 3.13 He was also satisfied on the evidence that the Council has discharged its duty regarding the national air quality strategy.
- 3.14 The Reporter also concluded that there was no reason in particular to consider delaying a decision on the Order, pending a re-assessment of the traffic movements in the area after the tram system has become fully operational.
- 3.15 Furthermore, the Reporter was confident that the Council keeps such matters under constant review in discharge of its statutory duties in that regard.
- 3.16 The Reporter noted that the reduction in on-street parking provision proposed in Charlotte Square, can be accommodated within the wider scheme operational in this part of the city. He particularly noted that no business interest lodged any objection to the proposed parking changes. Therefore, the Reporter found that the impact of the proposed order, if implemented, will be minimal in relation to any parking issue in this part of Edinburgh.

- 3.17 The Reporter noted the Council's intention to review existing signage provision in surrounding areas and that this should lead to more traffic using Charlotte Square as a means of getting from Queensferry Street to Queen Street. He therefore considered that, if there is any quantifiable impact on the Moray Feu, it will be to provide some relief to the existing situation there.
- 3.18 A number of traffic management enhancements were confirmed to Committee on 26 August 2014. This included improvements to road traffic accessibility around the West End and the delivery of an enhanced signage package in the Charlotte Square area.
- 3.19 At the same meeting, Committee also agreed to amend existing Hope Street traffic arrangements (currently operating westbound for local buses only) and open up access for all westbound traffic. This offers improved cycle, taxi and private vehicle access, whilst not leading to additional traffic through largely residential streets. Together with the already confirmed signage package, this will further encourage through traffic to use Charlotte Square in preference to the Moray Feu area.

The Reporter's Recommendations and Scottish Ministers' Decision

- 3.20 The Reporter recommended making the TRO in the interests of preserving or improving the amenity of Charlotte Square and its immediate environ (subject to the deletion of the weight restriction as already determined by the Council's Transport and Environment Committee on 19 March 2013).
- 3.21 In drawing a clear parallel between the TROs and the RSO, the Reporter also recommended that the RSO be confirmed without modification.
- 3.22 Scottish Minister's have considered the Reporter's recommendations and agree with his conclusion and the reasons given for it.
- 3.23 Scottish Minister's have therefore decided to confirm the Redetermination Order without modification.

Proposed Way Forward

- 3.24 The TRO and RSO are being promoted in support of the Charlotte Square public realm improvements, which are intended to be jointly funded by the Council and Fordell Estates Limited. Should Committee approve the making of the TROs, the Council will engage with Fordell Estates Limited to develop a plan for the implementation of the improvements. It will also be necessary for the Council to enter into a formal agreement with Fordell Estates Limited covering issues such as; funding, timescale and arrangements for design, procurement, construction and future management and maintenance.
- 3.25 The proposed terms of this agreement would be reported to Committee for its approval in due course.

20mph Speed Limits

- 3.26 As reported to the Transport, Infrastructure and Environment Committee on 18 June 2012, it is considered that a 20mph speed limit on the south, west and north sides of Charlotte Square, together with Glenfinlas Street and Hope Street, would augment the public realm improvements by assisting pedestrian and cycle movements around the Square.
- 3.27 This matter was continued at the Transport and Environment Committee on 19 March 2013, with a further report to be brought to Committee at a later date.
- 3.28 Consultation on rolling out a city wide 20mph speed limit is currently underway and the findings of this will reported to a future Committee. The proposals currently being consulted on include implementing 20mph speed limits on all four sides of Charlotte Square, together with Glenfinlas Street and Hope Street.

Measures of success

- 4.1 Resolution of objections through the public hearing process.
- 4.2 Enhancements to Charlotte Square which will result in a more attractive environment and better links between George Street and the West End. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

- 5.1 It is intended that the Council will enter into a formal agreement with Fordell Estates Limited, which will govern the funding arrangements for the public realm improvements. The proposed terms of the agreement will be reported to Committee in due course.

Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any health and safety, governance, compliance or regulatory implications arising from the proposals set out in the report.
- 6.2 Any person has the right to appeal to the Court of Session on the validity of, or any of the provisions contained in, specified Traffic Regulation Orders. Appeals submitted to the Court of Session, by means provided in the Roads Traffic Regulation Act 1984, must be received within six weeks from the date on which the Order is made. Possible grounds of challenge are:-
- 6.2.1 the Order is not within the relevant powers; and
- 6.2.2 that any of the relevant requirements has not been complied with in relation to the Order.

- 6.3 There is no right of appeal to the Court of Session in regard to the Scottish Ministers' RSO determination. However, the decision of the Scottish Ministers can be open to challenge by means of judicial review. Possible grounds of challenge are:-
- 6.3.1 the Scottish Ministers decision was wholly unreasonable; and
 - 6.3.2 that in making their determination Scottish Ministers acted outwith their statutory powers.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been prepared for the proposals and will be updated as the scheme progresses. Any arising ERIA issues will be addressed as part of the detailed design process.
- 7.2 In general, overall access arrangements to and from the Square would be improved. Egress from the Square at the junction with North Charlotte Street, currently restricted to buses, cycles and taxis only, would under these proposals be opened up to all traffic. Furthermore, on 26 August 2014, Committee agreed to amend existing Hope Street traffic arrangements permitting access for all westbound traffic. These two access amendments offer improved cycle, taxi and private vehicle access to the Square, whilst not leading to additional traffic through largely residential streets.
- 7.3 The ERIA notes that the egress amendments at the North Charlotte Street junction are likely to increase traffic on the north and west sides of the Square. The introduction of a pedestrian signalised crossing at Hope Street was confirmed to Committee on 26 August 2014. Further crossing points, delivering safe pedestrian and cycle access to the public realm improvements, will be assessed during the detailed design process with particular attention being paid to the north and west sides of the Square.
- 7.4 The ERIA also notes that the proposals, in conjunction with the Hope Street access improvements, will likely lead to a modest reduction in traffic volumes on surrounding primarily residential streets.
- 7.5 It is considered that a 20mph speed limit on all four sides of Charlotte Square would augment the public realm improvements by assisting pedestrian and cycle movements around the Square. Consultation on 20mph speed limits is currently underway and the findings of this will be reported to a future Committee.
- 7.6 Detailed arrangements of the shared use (cycle and pedestrian) Public Realm space will be influenced by the Council's emerging street design guidance and ultimately determined during the detailed design process.

- 7.7 The ERIA notes that the proposed public realm improvements provide, amongst other things, a reduction in carriageway width, significant space increases in favour of cyclists and pedestrians, the introduction of one-way traffic movement, and although there is an overall reduction in parking space provision, disabled parking provision will be retained at existing levels.

Sustainability impact

- 8.1 The proposals in this report should reduce carbon emissions in the West End of the city, as the traffic modelling indicates that the proposals for Charlotte Square would reduce overall traffic flows in the area. Improved facilities for cyclists and pedestrians should also contribute to this.

Consultation and engagement

- 9.1 Two Traffic Regulation Orders (TROs) and a Redetermination Order (RSO) were advertised in the Scotsman Newspaper on 18 May 2012. The three week statutory objection period for the TROs was initially extended to four weeks, to match the RSO statutory requirement. Both periods were then extended by a further two weeks, to 29 June 2012, to allow objectors additional time to prepare and lodge their objections.
- 9.2 Notices were maintained on-street throughout the extended objection period and letters were also sent to organisations representing persons likely to be affected by the proposals (statutory consultees); that is 34 organisations in the case of the TROs and 19 organisations in respect of the RSO.
- 9.3 All objectors were given the opportunity to be heard by an independent Reporter on 14 and 15 January 2014 and the RSO objections were also referred to Scottish Ministers.
- 9.4 A copy of the Reporters report on the TRO has been sent to all objectors. Objectors will also be notified of the Committee's decision.
- 9.5 Local Members have been consulted on the contents of this report and no comments or issues have been raised.

Background reading/external references

The following background material is available:

- Objectors' Written Statements
- The Council's Written Statement

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P31 - Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure. 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. CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	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: Reporter's report on the public hearing of objections to the Traffic Regulation Orders Appendix 2: Scottish Ministers' decision regarding confirmation of the Redetermination Order.



Report to the City of Edinburgh Council

ROAD TRAFFIC REGULATION ACT 1984

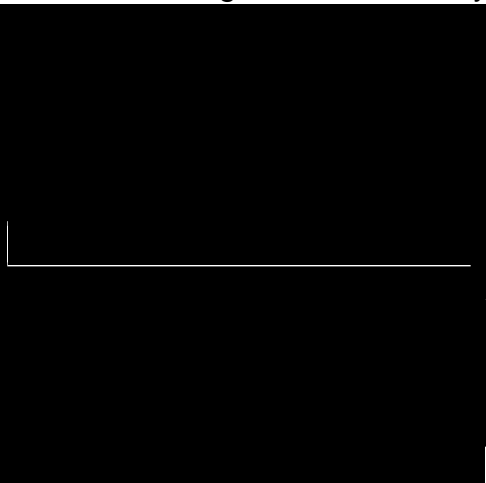
Report by R F Loughridge, a Reporter appointed by the City of Edinburgh Council

- Case reference: RSN/13272/KG
- Site Address: Charlotte Square, Edinburgh
- The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading and Parking Places) and (Disabled Parking Places) and (Queen Street Edinburgh) (Prohibition of Entry and Turning) and (Central Edinburgh) (Prohibition of Entry and Turning, One-Way Roads and Bus Lanes) and (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus Tram Priority Lane; Weight Limit) Variation Order 201-
- Dates of Hearing: 14 and 15 January 2014

Date of this report and recommendation: 9 July 2014

Summary of Report of Hearing into a Traffic Regulation Order

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading and Parking Places) and (Disabled Parking Places) and (Queen Street Area, Edinburgh) (Prohibition of Entry and Turning) and (Central Edinburgh) (Prohibition of Entry and Turning, One-Way Roads and Bus Lanes) and (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus Tram Priority Lanes and Weight Limit) Variation Order 201-

• Case reference	RSN/13272/KG
• Case type	Traffic Regulation Order
• Reporter	R F Loughridge
• Promoter	City of Edinburgh Council
• Respondents	New Town and Broughton Community Council, 
• Method of consideration and date	Hearing on 14 and 15 January 2014
• Date of report	9 July 2014
• Reporter's recommendation	The Order should be made (subject to the deletion of the weight restriction as already determined by the Council's Transport and Environment Committee on 19 March 2013)

Reasons for Public Hearing:

Where a local roads authority promotes a traffic regulation order and objections are intimated to that and not withdrawn, the authority is empowered to hold a public hearing of these objections. Where an order contains a provision relating to loading and unloading to which there is an objection, a public hearing must be held before a decision is made on the matter. The New Town and Broughton Community Council maintained an objection on a number of aspects including to the loading and unloading provisions.

The Site:

The site is the peripheral edge of the carriageway on three sides (north, west and south) enclosing the central green space within Charlotte Square, Edinburgh. The Square as a whole is enclosed by a series of formal Georgian terraces of the highest quality, representing one of Robert Adam's major works of the 18th century. All the buildings are listed as Category A. The Square is located within the New Town Conservation Area.

Originally created as a wholly circular green space, the garden was enlarged and remodelled in 1873, when the original design of a chamfered square was adopted. Various changes have been incorporated over time in that part of the Square affected by this Order.

Railings enclose the garden area. The public does not have access to the enclosed area.

The existing carriageway is of generous proportions, and end-on parking is regulated on the three sides affected by this traffic regulation order. There is a related order, which, if implemented, will increase the space on the inner edge of the Square given over to pedestrians and cyclists and correspondingly reduce that available for motor vehicles.

Description:

The Traffic Regulation Order is associated with a development for which planning permission was granted on 7 March 2012 for improvements to the public realm in Charlotte Square. These improvements comprise a new landscaping scheme for the area currently occupied as carriageway and footway between the inner garden railings and the outer property railings of the Square on the three sides mentioned above. The greatest impact of the proposed works will be on that part of the carriageway currently largely devoted to the regulated on-street parking of vehicles. The levels will be re-engineered and integrated with the existing inner footpavements to provide a shared area for pedestrians and cyclists significantly wider than the existing footpavements, with a correspondingly reduced area for vehicular movement in conjunction with the introduction of a one-way clockwise route for motor vehicles. The fourth (east) side of the Square will remain largely unaltered and will continue to carry two-way traffic as at present, albeit with modified junction arrangements.

The Applicant's Case:

It is expedient to implement the Order so as to facilitate the public realm improvements within Charlotte Square, to increase the attractiveness of the area to pedestrians and cyclists and to adjust the road space available to motor traffic, reducing the amount of on-street parking available and introducing a one-way traffic pattern. Nothing in the proposals will adversely impact on other streets in the locale.

The Respondents' Case:

The proposals will result in an increase in traffic using Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street (the Moray Feu) as a means of travel between Queensferry Street and Queen Street. Such additional traffic will intensify the damage already being experienced to the fabric of the properties, which are all listed buildings of distinction. The levels of existing traffic movement there are already unacceptably high in what is a primarily residential area; and the existing levels of pollution there are such that nothing should be done which might intensify the existing levels of pollutants. Further, until such time as traffic patterns have adjusted to the implementation of the tram network, no further change should be made in the current arrangements, regardless of the benefits which might be derived from the scheme.

Reporter's Reasoning:

The public benefits of the land use changes, for which this Order is a necessary part, are not materially in dispute, although views differ as to the extent to which the increase in pedestrian usage is likely to be achieved. I accept the evidence tendered by the roads witnesses that any likely change in traffic movements will be modest and well within the capacity of the changed roadway in Charlotte Square. In particular, the impact of the proposals on the other streets of concern to the objectors will be minimal in terms of air quality, as there is likely to be, if any change at all, a modest reduction in volumes of traffic there. The reduction in on-street parking involved can be accommodated within the wider scheme operational in this part of the City. Taken together, any adverse impact of the proposed traffic measures do not outweigh the benefits of the public realm improvements in the planning permission granted for such improvements in 2012.

Reporter's Conclusion

That the Order should be made, (subject to the deletion of the weight restriction as already determined by the Council's Transport and Environment Committee on 19 March 2013).

R F Loughridge

The Scottish Government
Directorate for Planning and Environmental Appeals
4 The Courtyard
Callendar Business Park
Callendar Road
Falkirk FK1 1XR

9 July 2014

The Lord Provost and Councillors
The City of Edinburgh Council

I have the honour to report that I held a public hearing on 14 and 15 January 2014 into outstanding objections to The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading and Parking Places) and (Disabled Parking Places) and (Queen Street Area, Edinburgh) (Prohibition of Entry and Turning) and (Central Edinburgh) (Prohibition of Entry and Turning, One-Way Roads and Bus Lanes) and (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus Tram Priority Lanes and Weight Limit) Variation Order 201-.

The hearing took place on the dates given above in the George Hotel, 19-21 George Street, Edinburgh. I made an accompanied inspection of the locale (including the streets in the Moray Feu referred to by the several objectors) at the end of the first day of the hearing.

RF Loughridge
Reporter

Introduction

- 1.** The Road Traffic Regulation Act 1984 (as amended) empowers a local roads authority (such as the City of Edinburgh Council in this case) to vary existing traffic regulation orders in respect of any road for which it is the roads authority if the authority considers it expedient to do so for any of a variety of reasons as set out in section 1(1) of the Act. These reasons include, in paragraph (f) of subsection (1), “preserving or improving the amenity of the area through which the road runs”.
- 2.** Section 122 of the Act imposes a duty on the authority in exercising its functions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the road, so far as practicable having regard to certain matters specified in subsection (2). These matters include reasonable access to premises, the effect on amenity of the area through which the road passes, and the national air quality strategy (in terms of the Environment Act 1995).
- 3.** The procedure for making a traffic regulation order is set out in the Local Authorities’ Traffic Orders (Procedure) (Scotland) Regulations 1999. Under Regulation 8 the authority may hold a hearing if objections are lodged and maintained to the Order. A hearing is obligatory when an objection relates to a provision in an Order relating to loading and unloading. In this case, the New Town and Broughton Community Council maintains such an objection. Accordingly, a hearing took place into all the outstanding objections to the Order in conjunction with objections to the related Redetermination Order, which had been submitted to Scottish Ministers for confirmation.
- 4.** The two Orders (the traffic regulation order with which this report is concerned and the Redetermination Order submitted to Scottish Ministers for confirmation) are promoted by the authority in consequence of a decision to grant planning permission for the improvement of the public realm within Charlotte Square. Thus it is clear that the authority is pursuing exclusively land use objectives and the traffic regulation order is ostensibly for a purpose associated with the preservation or improvement of the amenity of the area through which the road runs.
- 5.** Planning permission had been granted pursuant to an application (11/03716/FUL) by Fordell Estates Limited for a scheme relating to the north, south and west sides of the Square, involving the rationalisation of the existing carriageway and footpavements so as to reduce the space available for motor vehicles and to increase the space available for pedestrians and cyclists. The proposals included a measure of reengineering of levels to achieve that objective, and the installation of new hard surfaces, lighting columns, signage and street furniture. Vehicular access to the Square would be altered so as to provide for one way circulation in a clockwise direction with traffic entering the Square, for these purposes, at the junction with South Charlotte Street (from either a southbound or a northbound direction) or from Hope Street and leaving the Square at the junction with North Charlotte Street (in either a southbound or a northbound direction). The configuration of the carriageway of the Square is altered so that at the corners there is in each case a right angle, the whole of the benefit of the chamfered corners being given

over to shared pedestrian and cycle usage.

6. There was a substantial number of objections and representations from those listed in the Appendix to this Report. Broadly the objections related to the impact of the combined proposals on the wider locale and were largely couched in general terms. It had also originally been envisaged that a weight restriction order should be introduced on certain of the affected streets; but the Council abandoned that aspect of the proposals and accordingly the objection from Lothian Buses was withdrawn. However Lothian Buses maintain the view that no decision should be taken in relation to the Charlotte Square Public Realm orders which would constrain or be inconsistent with the outcome of the Council's deliberations on its City Centre Vision.

7. The Council proposed that a combined hearing into the objections to both Orders be convened. No party indicated any objection to that proposal and so it was agreed that a combined hearing would take place in Edinburgh on 14 and 15 January 2014.

8. This report is concerned only with the traffic regulation order, which is for the Council to progress. A separate Report is being made to Scottish Ministers in relation to the related redetermination order.

9. After the hearing was complete, I received a number of late submissions from certain objectors. I sought the views of parties as to whether these should be received or rejected, and I carefully considered the views I received. I decided in the circumstances of this case that, while it would have been preferable for the material I received late to have been submitted to and considered at the hearing, no prejudice would be suffered by any party if I were to take it into account. In broad measure, the late material amplified submissions which had already been made, and raised no new material of significance to my decision. I also had regard to the fact that the late submissions came from objectors who were not professionally represented. Accordingly, I have had regard to these submissions insofar as material to my decision in arriving at my recommendations.

The case for the applicant (The City of Edinburgh Council)

10. The Order is one of two Orders consequential upon the Council's decision to grant planning permission for the improvements of the public realm within Charlotte Square. As such, the Orders are based on land use objectives. The grant of planning permission should be taken as endorsing the acceptability of the overall proposals in land use terms. The proposals do not involve the removal of any original feature of the design of Charlotte Square.

11. The Council is pursuing a broad strategy of rebalancing the available public space to give greater priority to pedestrians and correspondingly less to vehicles within the city centre. The strategy is both dynamic and flexible. In this case the Council is responding to a private initiative; but it had identified Charlotte Square as a high priority area for some years already. In progressing proposals to increase the space available to pedestrians and cyclists, the scope for vehicular movement within and around the Square (excluding so much of the carriageway as is currently given over to on-street parking) will not materially diminish, though it will be reconfigured. The amenity improvements proposed

will however represent a significant gain. The proposals represent a calculated change in the balance of different road users, accommodating as adequately as can be foreseen all of today's evolving aspirations for and needs within a modern city.

12. In this regard, the Council has been pursuing other such schemes, generally with success – for example in St Andrew Square, the High Street or the Grassmarket – all roads which had limited pedestrian space and were dominated by vehicle movements, but where that balance has been readjusted to allow other things to happen within the city's outdoor street space. In common with many other European cities, the space for people is increased while that for vehicles is allowed to diminish, to increase the comfort and enjoyment of pedestrians and visitors. This can bring economic benefits.

13. The Council, after a period of public consultation, approved its public realm strategy in 2009, building on principles set out in the Edinburgh City Local Plan, the Local Transport Strategy, the Edinburgh Standards for Streets and a number of other initiatives relating to open space and street design. The strategy is reviewed annually at Council level. In particular the strategy looks to raise awareness of the significance of the public realm.

14. In essence the Council has formed the view that, while the architecture and townscape in this part of the City is of European significance, it is badly served by its traffic uses and volumes. However, the available funds to address the issues are limited in extent and so, when a private sector organisation is willing to contribute the costs involved, it proves something of a windfall opportunity, enabling particular elements of the strategy to be progressed. That however is not to be regarded as diminishing the importance of the overall strategy in assessing or planning the way forward when such funding opportunities arise. It should also be recognised that the priority list is reviewed annually and was originally established through an extensive exercise of public consultation.

15. The reduction in parking will be substantial if the proposals are implemented. There will be a net loss of around 50 to 60 spaces. There is however no objection to the loss of such spaces from any person representing a business or commercial use. Such objections as have been received to the parking issues which arise for consideration are general in nature and derive from a wider concern about vehicle parking in the City. The Council however operates a hierarchy of pricing (a pay and display system), such that, outside George Street itself, demand falls away dramatically; and accordingly the loss of spaces can be accommodated without problem, subject to continuing that measure of control by price.

16. From the traffic management perspective, the Square works well below its current capacity and should continue to do so. In general terms, the capacity of a single lane roadway with controlled junctions is of the order of 1000 to 1200 vehicles per hour. At the critical junctions, Charlotte Square's capacity as altered would be substantially greater than such figures. The reduction in road space which is a part of this proposal may result, in the fullness of time and allowing for foreseeable traffic growth, in the carriageway being at capacity at certain times, but such a result is not the prediction of those advising the Council based on the standard approaches made by the Council to traffic management in this part of Edinburgh. The Council's current expectation is that the net effect of the totality of changes introduced, including the related traffic regulation order, would be a modest

increase in vehicular traffic using Charlotte Square which it will be well able to accommodate in its proposed configuration. It is the intention to encourage traffic to use the Square in preference to the streets through the Moray Feu, principally by making changes to the existing signage arrangements. Constraining the carriageway in the way proposed, and allowing for the parking and offloading of vehicles, will result in acceptable flows of traffic in accordance with the duty to secure the expeditious, convenient and safe movement of vehicular and other traffic after all such measures are in place. There is a significant proportion of traffic turning left into Randolph Crescent from Queensferry Street; and it is expected that much of such traffic will continue to do so regardless of what steps are taken. Changes in signage, however, should lead to a proportion being diverted to the Charlotte Square route.

17. Vehicular traffic flows in the area are influenced by a variety of factors, and the roads authority keeps matters under constant review. Nothing in the matters raised by the objectors suggests that the traffic modelling which the Council has undertaken is in any way unreliable as a basis for assessing the likely impact which the proposal might have on the other affected streets of the locale.

18. Current signage in force discourages heavy goods vehicles from using Charlotte Square when approaching the City along the A90 (Queensferry Road) and may in consequence have the effect of directing it through the streets of the Moray Feu. It is intended that the signage will be the subject of an early review by the Council, so that it should prove possible to adjust the current signs in such a way as to redirect such traffic through the Square rather than through the Moray Feu.

19. Such figures as are available show substantial variation in traffic movement according to the day of the week, and the latest data may be skewed because of the influence of shopping patterns in December. However, they are consistent with the conclusion that the traffic through the streets of the Moray Feu will not be substantially changed as a result of the redetermination order and the traffic regulation order.

20. Advice from the police is that there is difficulty in controlling the movements of heavy goods vehicles within the Moray Feu streets.

21. As far as the risk of increasing air pollution is concerned, it is the Council's belief that the net effect of the proposals for Charlotte Square on the air quality in streets in the Moray Feu will be completely insignificant. The propositions being advanced on behalf of the objectors have already been considered at some length by the Council. While they may raise wider issues worthy of further study, the foreseeable repercussions of the current proposals if implemented in full will have no measurable impact on the streets identified by the objectors.

The case for the Respondents

22. The objectors comprise a substantial number of individuals and two Community Councils who (or whose electors) are resident in the wider locale, which, they apprehend, will be affected by the City of Edinburgh Council's proposals. Broadly, there has been a long-standing concern about the changes in vehicular movement in the area, brought about by, among other things, the introduction of the tram system. The closure of Shandwick Place to general traffic involved a substantial increase in the vehicles being

driven through the Moray Feu. Charlotte Square was intended as a mitigation measure intended to address some of the consequences of that closure. Now the proposed changes would have the effect of reducing the capacity of Charlotte Square to accept the traffic increases necessary to return the Moray Feu streets to more acceptable levels of traffic. In reality, traffic displaced from Charlotte Square for whatever reason, has no alternative route to take other than the streets through the Moray Feu. Any flaw in the analysis of what might happen in Charlotte Square will therefore be visited upon those streets. The Square has in its existing state much more capacity to accept more traffic (to the relief of the Moray Feu), and in the view of the objectors it would be preferable to re-open Hope Street to general A90 traffic.

23. It is accepted that there is some public benefit from the proposals; but there are other ways in which to achieve similar benefits to those identified as the result of this scheme.

24. The loss of parking is high in terms of number of spaces. The Council has produced no figures to support the contention that the loss of spaces can be accommodated without problem. No statistically informed prediction has been made; and the conclusions reached are at best questionable. Use of the Square for parking purposes when the charges are not applicable demonstrates that there is an underlying demand of considerable proportions, which is suppressed by the pricing controls.

25. The current traffic patterns in the City are dynamic; and there will be further changes in patterns once the tram system becomes fully operational. This is the wrong time to be introducing changes; and no action should be taken on this proposal until such time as the effects of the introduction of the trams can be properly assessed. While objectors accept that the Council has afforded this project serious professional consideration, local people remain unconvinced that the underlying statistics are sufficiently robust to warrant the conclusions which have been drawn from them. The community councils are of the view that there is widespread public support for doing nothing about Charlotte Square until such times as the tram system is operational.

26. The data which the Council has produced do not properly allow for the impact of the scheme on the streets in the Moray Feu, which remains 96% residential. The Council has failed to have regard to the impact of the level of vehicle movement on the substantial number of properties which have several levels of habitable accommodation below the level of the carriageway in these streets, and the adverse implications of the level of air pollution on those who live there. In this regard, the Council has a duty to have regard to the national air quality strategy. Any proper discharge of that duty requires the Council to be satisfied that the net result of these proposals is no deterioration in the air quality of the streets in the Moray Feu because of the current levels of pollution being experienced there. Any reasonable conclusion, based on the Council's projections, is that there is a substantial risk that air quality will further deteriorate there if the relevant measures are implemented.

27. The precautionary principle suggests no displacement of traffic should be sanctioned which risks an increase in pollutants. The available data at best raise questions for investigation; and it may be that the position is not provable. However, the

data suggest there is the potential for an adverse health risk, none of which accords with the certainty articulated by the Council.

28. The Council has failed to recognise the damage to the fabric of the properties in the Moray Feu streets being sustained as a result of the increases in traffic movement of recent times. Priority should be directed to addressing such problems, which are of much greater moment than any problem being experienced within Charlotte Square at present.

29. In any event, the level of change which has already been introduced to facilitate the construction of the tram network is so great in scale that no step should be taken to make matters any worse. The proposed changes would be one such step.

Findings in Fact

30. I adopt paragraphs 1 to 5 above insofar as detailing factual matters.

31. The traffic patterns in the locale are, as might be expected in any urban area, far less one undergoing dramatic change of the kind involved in the introduction of a tramway network, particularly dynamic. The data produced by the promoters require therefore to be read with great care. Recent figures produced appear, however, to correspond with what was seen on the site inspection, namely that the road network in the relevant locale functions adequately and broadly efficiently, at least for core traffic.

32. Regardless of the precise implications of the data, Charlotte Square has considerable capacity to absorb additional traffic movements.

33. This will remain the case if the reduction in carriageway width were implemented as proposed. Such capacity is not, however, infinite.

34. There are no reliable data from which robust predictions can be drawn as to the impact of the proposals on the streets in the Moray Feu. However, if Charlotte Square were to become a more effective alternative through route for the A8 and A90 traffic, it can be reasonably foreseen that some traffic would be diverted from the streets in the Moray Feu. It cannot be said that the traffic regulation order would, if implemented, undermine that potential.

35. The existing road signage directing traffic is of less effect than might be expected because of the overwhelming presence of street clutter. There is in general terms insufficient advance warning to allow motorists to make the required manoeuvres and to choose the recommended route. There appears, in addition, to be an inadequate level of observance and/or enforcement of such Orders as are in place, based on what I saw on the site inspection.

36. Planning permission was granted for a scheme of environmental improvement in March 2012, which provides for among other things the changes in the carriageway envisaged in the Order and envisages the introduction of one-way traffic movement and the reduction in car parking provision which is a part of this Order.

37. The proposed scheme will increase the pedestrian space with widened footways on the garden side while at the same time increasing the provision for cyclists improving the

links for the national cycle route through the city centre.

38. There will be loss of about 60 spaces currently used by vehicle parking if the present scheme proceeds. Demand for use of the spaces is so great that it is regulated by a hierarchy of pricing controls which results in the current pattern of usage.

39. Current cycle usage is extremely modest, and is unlikely to increase significantly. The volume of cyclists would not of itself justify the changes proposed.

40. There appears to be no evidence that the current arrangements are inadequate for current levels of pedestrian activity.

41. The measurable effect on pollutants measurable in the streets of the Moray Feu would be of negligible proportions if the scheme were implemented.

Conclusions and recommendations

42. The Orders taken together have drawn a substantial body of objection from residents in the nearby area who apprehend there will be adverse consequences of the overall measures proposed. The evidence is such that, while I have no doubt that these apprehensions are very genuinely felt, and are based upon a careful consideration of relevant matters, they are not directly attributable to the changes involved in implementation of this Order. Rather they are a genuine and understandable response to the evolving traffic management proposals, including the introduction of the tramway system, and the impact on the environment in the Moray Feu.

43. The principal argument advanced by the objectors is that the traffic management proposals will encourage general through traffic to use alternative routes increasing traffic volumes, noise and pollution on those through routes. The principal, if not the only, alternative through route is that through the Moray Feu (Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street). The traffic situation in these streets is already far from what one would expect in primarily residential streets, and is a matter requiring attention. Related to this is the contention that the reduction in carriageway width will reduce the scope for Charlotte Square to provide the required degree of relief to the Moray Feu streets by presenting itself as a more attractive alternative than that through the Moray Feu. I do not accept these contentions. In general, I conclude that there is considerable spare capacity in Charlotte Square and I am confident that the traffic modeling undertaken by the Council is sufficiently robust to be confident that the combined changes can be safely implemented without causing directly any significant new traffic problem to occur elsewhere or materially aggravating an existing one.

44. I do not consider, in particular, that there is any overriding reason to delay a decision on the implementation of the proposals in this Order pending a reassessment of the traffic movements in the area after the tramway system has become fully operational. However popular such a decision might be with the residents represented at the hearing, in my view it is not something merited by the evidence before me. Timing of any traffic management or road proposal is always a matter for careful consideration, but in this locale there is, in my view, never likely to be a time when there will be no stimulus for some kind of prospective or additional change. Nothing that was said in the course of the hearing has persuaded me that this is a particularly inauspicious or disadvantageous time

for the changes proposed in this Order; and I am in any event confident that the City of Edinburgh Council keeps such matters under constant review in discharge of its statutory duties in that regard.

45. The issue of air pollution was one on which there was considerable argument at the hearing. It is clear that there is an issue of substantial concern to local residents which needs consideration. I accept that the residents have real concerns, and such concerns are based on an assessment of the currently available data. At the hearing I was told that all that was put before me in relation to air pollution had been, at least substantially, previously considered by the Council. The Council had taken its own professional advice on the subject. It appears that this is an area in which the relevant professionals may reasonably differ in their interpretations and conclusions. Fundamentally, however, it is not necessary for the purposes of this report, or for the Order to which it relates, to form a conclusive view on such differences as exist. The statute simply requires that, in progressing traffic regulation orders of this kind, roads authorities should have regard to the national air quality strategy. I am satisfied on the evidence that the Council has discharged that duty.

46. Moreover, questions of the effect on air pollution only arise for consideration in relation to the present proposals if it is accepted that the net effect of the Council's proposals for Charlotte Square would be to lead to a reduction in traffic levels there and a corresponding increase within the Moray Feu.

47. I do not accept that the evidence demonstrates that such an increase is a likely outcome. It appears more than likely to me that the proposals, especially if there is a meaningful review of the existing signage arrangements on the approaches to Randolph Crescent and Charlotte Square, will lead to more rather than less traffic using Charlotte Square as a means of getting from Queensferry Street to Queen Street, and if there is any quantifiable impact on the Moray Feu, it will be to provide some relief to the existing situation there.

48. There is scope, clearly, for adjustment to traffic signals and advance information which if undertaken could increase the proportion of traffic which could be encouraged to use the new configuration. I accept that it is part of the Council's intention to review the existing provision. I also recognize, however, that the regulations on such matters have to take precedence, and there are correspondingly limitations on what might otherwise be achievable.

49. The Statement of Reasons published as part of the statutory documents in support of the proposal to make the traffic regulation order says little beyond an allusion to a development proposal considered and approved by the Council's Planning Committee on 7 March 2012. It also (wrongly) states that the result will be a gain of around one acre (sic) of public realm around Charlotte Square, creating dedicated space for pedestrians and cyclists without reducing the permeability of the area for vehicles. It is, however, clear from this Statement that, however inadequately justified the Order may be by the Statement itself, the proposal has been promoted in pursuit of land use objectives rather than any recognised deficiency or inadequacy in the existing arrangements for pedestrians, cyclists and motor vehicles.

50. It may be true that Charlotte Square in its existing layout and use is not an important pedestrian destination, but I am satisfied that there will be no substantial reduction in usability by pedestrians or in vehicle permeability if the proposed one way system and changed parking arrangements are implemented. It is clear to me that the Council has aspirations to increase pedestrian usage and attractiveness, particularly by tourists and others interested in the outstanding architecture which characterises the Square. There is nothing unreasonable in this aspiration, for it is of considerable merit in my view; and I am satisfied in relation to other schemes that the Council has successfully achieved its objective where it has in other places changed the balance of usable road space to increase that available to pedestrians and reduce that available to vehicles. Nothing that was said at the hearing suggested that where these other schemes had been implemented the result was inadequate provision for motor vehicles.

51. It may be that if the existing price controls on parking were reduced there would be greater take-up of the spaces available. It is worthy of note that insofar as there was discussion at the hearing of the changes in parking envisaged, it related more generally to the provision of on-street parking facilities in the wider locale. Given the level of controls currently imposed, I conclude, based on all that was said on the subject, that the demand is such that there should be no material change caused by implementation of the present proposals in the continued management of parking within this part of the city centre. It is particularly to be noted that no business interest lodged any objection on this aspect of the matter, nor was the community council who did object to the parking changes motivated by representations it had received from any business or commercial interest in the area. I conclude, therefore, that the impact of the proposed order, if implemented, will be minimal in relation to any parking issue in this part of Edinburgh.

52. I conclude, therefore, that it is expedient to make the Order in the interests of preserving or improving the amenity of Charlotte Square and its immediate environs. I recommend that the Order be made as proposed (subject to the deletion of the weight restriction as already determined by the Council's Transport and Environment Committee on 19 March 2013).

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Mr Ewan Kennedy
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Edinburgh
EH8 8BG

Your ref:

Our ref:

Date:

19 August 2014

Mr Kennedy

**THE CITY OF EDINBURGH COUNCIL (CHARLOTTE SQUARE EDINBURGH)
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)
ORDER 201_ RSO/12/02**

**ROADS (SCOTLAND) ACT 1984
SI 1986 No. 252**

The City of Edinburgh Council ('the Council') remitted the above Order ('the Order') to the Scottish Ministers ('Ministers') under regulation 13 of The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986 (SI 1986/252) for determination by Ministers in terms of regulation 16 of SI 1986/252.

A number of objections had been made to the Order and not withdrawn and accordingly the Council were required to remit the Order to Ministers for their determination.

In the exercise of their discretion, Ministers decided to hold an inquiry before making their determination. By minute of appointment dated 19 December 2013, Ministers appointed Robert Loughridge ('the Reporter') to conduct a hearing into the Order and to report to Ministers with a recommendation.

A hearing took place in Edinburgh on 14 and 15 January 2014. The Reporter reported to Ministers on 14 July 2014.

The Reporter recommended that the Order be confirmed without modification.

I attach a copy of the report.

Ministers have considered the report. Ministers agree with the Reporter's conclusion and with his recommendation and the reasons given for it.

Ministers have therefore decided to confirm the Order without modification.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Roy Brannen', with a stylized flourish at the end.

Roy Brannen
Director, Trunk Road and Bus Operations

Report to the Scottish Ministers

ROADS (SCOTLAND) ACT 1984

Report by R F Loughridge, a Reporter appointed by the Scottish Ministers

- Case reference: IQC-30-61
- Site Address: Charlotte Square, Edinburgh
- The City of Edinburgh Council (Charlotte Square, Edinburgh)
(Redetermination of Means of Exercise of Public Right of Passage) Order
201_RSO/12/02
- Dates of Hearing: 14 and 15 January 2014

Date of this report and recommendation: 14 July 2014

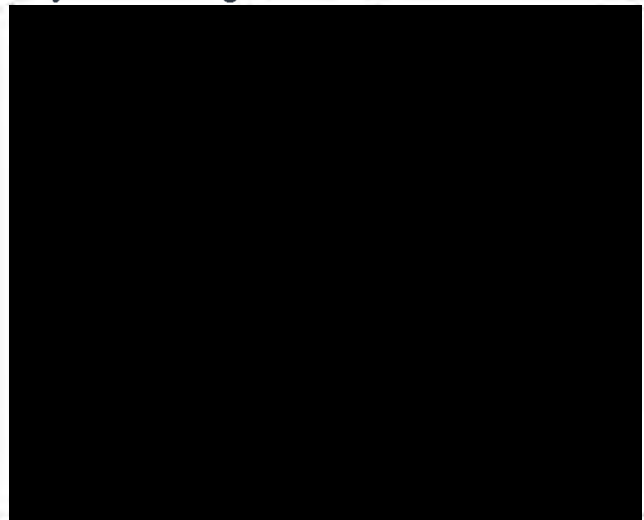
The City of Edinburgh Council
(Charlotte Square, Edinburgh)
(Redetermination of Means of Exercise
of Public Right of Passage) Order 201_RSO/12/02

Directorate for Planning and Environmental Appeals

Summary of Report of Hearing into a Redetermination Order

The City of Edinburgh Council (Charlotte Square, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201_RSO/12/02

- Case reference IQC-30-61
- Case type Redetermination Order
- Reporter R F Loughridge
- Applicant City of Edinburgh Council
- Respondents



- Date of application 25 June 2013
- Date case received by DPEA 20 December 2013
- Method of consideration and date Hearing on 14 and 15 January 2014
- Date of report 14 July 2014
- Reporter's recommendation The Order should be confirmed without modification

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The City of Edinburgh Council
 (Charlotte Square, Edinburgh)
 (Redetermination of Means of Exercise
 of Public Right of Passage) Order 201_RSO/12/02

Reasons for Ministers' Determination:

Where a local roads authority advertises that it proposes to make an Order and objections are intimated to that and not withdrawn, the matter is to be remitted to Scottish Ministers to determine and Ministers may confirm the Order with or without modification or proceed otherwise. An inquiry is discretionary before Ministers may arrive at their decision.

The Site:

The site is the peripheral edge of the carriageway on three sides (north, west and south) enclosing the central green space within Charlotte Square, Edinburgh. The Square as a whole is enclosed, by formal Georgian terraces of the highest quality, one of Robert Adam's major works of the 18th century. All the buildings are listed as Category A. The Square is located within the New Town Conservation Area.

Originally created as a wholly circular green space, the garden was enlarged and remodelled in 1873 when the original design of a chamfered square was adopted. Over time, there have been a number of different configurations of the carriageway area.

Railings enclose the garden area. The public does not have access to the enclosed area.

The existing carriageway is of generous proportions, and end-on parking is regulated on the three sides affected by this redetermination order. There is a related traffic regulation order, which will alter the existing vehicular traffic patterns.

Description:

The Redetermination Order is a necessary prerequisite of implementation of a development for which planning permission was granted on 7 March 2012. That development provides for a new landscaping scheme for the area currently occupied as carriageway and footway between the inner garden railings and the outer property railings of the Square on the three sides mentioned above. The greatest impact will be on that part of the carriageway currently largely devoted to the regulated on-street parking of vehicles. The levels will be re-engineered and integrated with the existing inner footpavements to provide a shared area for pedestrians and cyclists significantly wider than the existing footpavements, with a correspondingly reduced area for vehicular movement. The associated traffic regulation order will provide for a one way clockwise route. The fourth (east) side of the Square will remain largely unaltered and will continue to carry two way traffic as at present, albeit with modified junction arrangements.

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The reduction in carriageway width, which will be the effect of implementation of this Order, will result, in conjunction with the related traffic regulation order, in each of the three sides of the Square carrying traffic in a single direction. Each corner will be configured differently from the present chamfered pattern becoming much more a right angle than at present. All of the space removed from the carriageway will be reassigned to shared pedestrian and cyclist usage.

The Applicant's Case:

This Order is one of two required to implement a development for which planning permission has been granted. It is thus promoted in pursuit of land use objectives directed at improving the quality of the public realm within Charlotte Square, particularly so as to improve its attractiveness to tourists and others interested in the outstanding architectural quality of the buildings on the Square. It is also intended to achieve a better balance between the needs of pedestrians and cyclists on the one hand and motor vehicle users on the other, a balance more in accord with the requirements of a modern European city. The public realm improvements are part of a long established strategy adopted by the Council after extensive public consultation.

No original feature of the Square will be affected.

On-street car parking will be reduced (a net loss of 50-60 spaces). Such on-street car parking as exists is regulated, effectively by price, and the reduced number of spaces will be able safely to accommodate the demand, in conjunction with other on-street provision elsewhere. There is no business or commercial objection to the proposed reduction.

The changes in road space and the associated changes promoted by means of a traffic regulation order will satisfactorily accommodate the need for vehicles to access the buildings in the Square, and remain an important part of the road network connecting the A8 and A90 routes with Queen Street able to accommodate the foreseeable traffic demands in that regard. The net effect of the changes is unlikely to increase the traffic volumes currently using the already heavily trafficked route from Queensferry Street through Randolph Crescent, Great Stuart Street, Ainslie Place and St Colme Street (the Moray Feu route), which is the principal alternative route for such traffic seeking destinations on Queen Street and beyond in the east of the City.

The Respondents' Case:

The route through Charlotte Square is necessary to provide relief to the residential streets of the Moray Feu where traffic and air pollution are at unacceptable levels. The proposed measures will reduce the attractiveness of the Charlotte Square route as an alternative to the Moray Feu, and worse, may result in an increase in traffic volumes

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there as a result of displacement of traffic. Matters should at least be deferred until the tram network becomes fully operational and an assessment of its effect can be undertaken. In the meantime the precautionary principle should be applied so as to do nothing that potentially might aggravate the traffic or air pollution issues within the Moray Feu.

Charlotte Square does not represent a pedestrian desire line and current levels of pedestrian and cyclist usage are very low. There is thus no present need for action in relation to increasing the space for pedestrians and cyclists within the Square, and that assessment should not be disturbed by the opportunity presented by the redevelopment of some of the buildings of the Square and the associated willingness of the developer to inject funds into a public realm improvement.

Reporter's Reasoning:

There is general merit in the proposals to improve the public realm of Charlotte Square. In any event, the acceptability or otherwise of such proposals was settled on the grant of planning permission for the necessary works, and accordingly the merits of the public realm proposals should not be reopened. The existing generous proportions of the carriageway can be reduced and the modest spaces available for pedestrians and cyclists can be increased without hampering the accessibility to premises, and without adversely impacting on the overall parking capacity of this city centre location, while maintaining the route's suitability for use by through traffic. It is unlikely that significant volumes of traffic will be displaced to the streets in the Moray Feu, although the generally dynamic traffic patterns of the City area, influenced in part by the recent introduction of a tramway system, mean that there are multiple influences on traffic movements in the locale. Changes in the road signage will be required and are under consideration.

Reporter's Conclusion

That the Order should be confirmed without modification.

R F Loughridge

**REPORTER
 ROBERT LOUGHRIDGE**

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The Scottish Government
Directorate for Planning and Environmental Appeals
4 The Courtyard
Callendar Business Park
Callendar Road
Falkirk FK1 1XR

14 July 2014

The Scottish Ministers
Edinburgh

Ministers,

I have the honour to report that, in accordance with my minute of appointment dated 19 December 2013, I held a hearing on 14 and 15 January 2014 in relation to The City of Edinburgh Council (Charlotte Square, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201_RSO/12/02.

The hearing took place on the dates given above in the George Hotel, Edinburgh. I made an accompanied inspection of the locale (including the streets in the Moray Feu referred to by the several objectors) at the end of the first day of the hearing.

RF Loughridge

**REPORTER
ROBERT LOUGHRIDGE**

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OFFICIAL-SENSITIVE

Introduction

Section 1 of the Roads (Scotland) Act 1984 imposes a duty upon local roads authorities (such as the City of Edinburgh Council in this case) to manage and maintain the roads in their respective areas in a list (the list of public roads) prepared and kept by each authority. A local roads authority also has other powers to determine the means by which the public right of passage over any road on the list or over any part of it may be exercised. Section 152(2) of the Act makes it clear that the last-mentioned power includes the power to redetermine by order such means of exercise.

1. The procedure governing the Order is contained in the Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986. Among other things, these Regulations provide for a period of public advertisement when an authority proposes to make such an Order.
2. On 18 May 2012, the City of Edinburgh Council in accordance with that procedure advertised the intention to make the City of Edinburgh Council (Charlotte Square, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201- in terms of powers contained in sections 1 and 152(2) of the Roads (Scotland) Act 1984, together with a related traffic regulation order in terms of powers contained in the Road Traffic Regulation Act 1984, as amended.
3. Both Orders contained measures consequential upon the Council's decision to grant planning permission for a development of what is described as the public realm within Charlotte Square. The public realm is defined as that space, currently comprising carriageway and footpavements, between the railings situated at the inner edge of the private garden area located in the centre of the Square on the one hand and the railings bounding the individual properties on the other.
4. The planning permission had been granted pursuant to an application (11/03716/FUL) by Fordell Estates Limited for a scheme relating to the north, south and west sides of the Square, involving the rationalisation of the existing carriageway and footpavements so as to reduce the space available for motor vehicles and to increase the space available for pedestrians and cyclists. The proposals included a measure of reengineering of levels to achieve that objective, and the installation of new hard surfaces, lighting columns, signage and street furniture.
5. The minimum period of objection provided for by the Regulations was extended to 29 June 2012 to allow objectors additional time to prepare and submit the objections, and notices were maintained on the affected streets during that time. The advertisement attracted a substantial number of objections and representations broadly related to the impact of the combined proposals on the wider locale and largely couched in general terms. The Council had also originally proposed to introduce a weight restriction order on certain of the affected streets; but the Council abandoned that aspect of the proposals and accordingly the objection from Lothian Buses was withdrawn. In relation to remaining



matters, the Council proposed that a combined hearing into the objections to both Orders be convened. No party indicated any objection to that proposal and so it was agreed that a combined hearing would take place in Edinburgh on 14 and 15 January 2014.

6. This report is concerned with the redetermination order, which is the only matter before Ministers.

7. Regulation 7 provides that where a roads authority (such as the City of Edinburgh Council) proposes to make an Order under section 152(2) of the Roads (Scotland) Act 1984 to redetermine the means by which the public right of passage may be exercised over a road the authority is to publish an advertisement substantially in the form set out in a schedule to the Regulations. That form makes it explicit that the time for the advertisement is the stage at which the authority proposed to make the Order in question. The Council fulfilled that regulation. Regulation 13 provides that where the roads authority is, as here, the local roads authority, and an objection is made and not subsequently withdrawn, the authority should forward the proposed order and certain other documents to Ministers. Thereafter, Ministers are to determine the matter and "may confirm the order with or without modification or refuse to confirm it". All these steps having been taken, the matter is accordingly now before Ministers.

8. After the hearing was complete, I received a number of late submissions from certain objectors. I sought the views of parties as to whether these should be received or rejected, and I carefully considered the views I received. I decided in the circumstances of this case that, while it would have been preferable for the material I received late to have been submitted to and considered at the hearing, no prejudice would be suffered by any party if I were to take it into account. In broad measure, the late material amplified submissions which had already been made, and raised no new material of significance to my decision. I also had regard to the fact that the late submissions came from objectors who were not professionally represented. Accordingly, I have had regard to these submissions insofar as material to my decision in arriving at my recommendations.

9. It was also drawn to my attention that strictly the plan accompanying the Order did not comply with the detailed requirements of the Regulations. The Council accepted that that was so. However, the Council also submitted, and I agree, that no-one was misled by any technical failure to observe the Regulation in question strictly. The Council also submitted, and I agree, that stricter compliance with the Regulations would have resulted in a certain loss of clarity as to the detail of the proposal, which would have had the potential to cause confusion. The departure from the strict terms of the Regulation was intended to ensure, and had the effect of ensuring, that all who consulted it were not left in any material doubt as to the Council's intentions.

The case for the applicant (The City of Edinburgh Council)

10. The Order which Ministers are invited to confirm is one of two Orders consequential upon the Council's decision to grant planning permission for the improvements of the public realm within Charlotte Square. As such, the Orders are based on land use objectives. The grant of planning permission should be taken as endorsing the acceptability of the overall proposals in land use terms. The proposals do not involve the removal of any original feature of the design of Charlotte Square.

11. The Council is pursuing a broad strategy of rebalancing the available public space to give greater priority to pedestrians and correspondingly less to vehicles within the city centre. The strategy is both dynamic and flexible. In this case it is responding to a private initiative; but it had already identified Charlotte Square as a high priority area for some years. It should also be recognised that the priority list is reviewed annually and was originally established through an extensive exercise of public consultation. In progressing proposals to increase the space available to pedestrians and cyclists, the scope for vehicular movement within and around the Square (excluding so much of the carriageway given over to vehicle parking) will not materially diminish, though it will be reconfigured. The amenity improvements proposed will however represent a significant gain. The proposals represent a calculated change in the balance of different road users, accommodating as adequately as can be foreseen all of today's evolving aspirations and needs within a modern city.

12. In this regard, the Council has been pursuing other such schemes, generally with success – for example in St Andrew Square, the High Street or the Grassmarket – all roads which had limited pedestrian space and were dominated by vehicle movements, but where that balance has been readjusted to allow other things to happen in the City's outdoor space. In common with many other European cities, the space for people is being increased while that for vehicles is allowed to diminish, to increase the comfort and enjoyment of pedestrians and visitors. This can bring economic benefits.

13. The Council approved its public realm strategy in 2009, building on principles set out in the Edinburgh City Local Plan, the Local Transport Strategy, the Edinburgh Standards for Streets and a number of other initiatives relating to open space and street design. The strategy is reviewed annually at Council level. In particular the strategy looks to raise awareness of the significance of the public realm.

14. In essence the Council has formed the view that, while the architecture and townscape in this part of the City is of European significance, it is badly served by its traffic uses and the volumes. However, the available funds to address the issues are limited in extent and so, when a private sector organisation is willing to contribute the costs involved, it proves something of a windfall opportunity. That however is not to be regarded as diminishing the importance of the overall strategy in assessing or planning the way forward when such funding opportunities arise.



15. The reduction in parking will be substantial if the proposals are implemented. There will be a net loss of around 50 to 60 spaces. There is however no objection to the loss of such spaces from any person representing a business or commercial use. Such objections as have been received to the parking issues which arise for consideration are general in nature and derive from a wider concern about vehicle parking in the City. The Council however operates a hierarchy of pricing (a pay and display system), such that, outside George Street itself, demand falls away dramatically; and accordingly the loss of spaces can be accommodated without problem, subject to continuing that measure of control by price.

16. From the traffic management perspective, the Square works well within its current capacity. The reduction in road space which is inherent in this proposal may result, in the fullness of time and allowing for foreseeable traffic growth, in the carriageway being at capacity at certain times, but such a result is not the prediction of those advising the Council based on the standard approaches made by the Council to traffic management in this part of Edinburgh. The Council's current expectation is the net effect of the totality of changes introduced, including the related traffic regulation order, would be a modest increase in vehicular traffic using Charlotte Square which it will be well able to accommodate in its proposed configuration.

17. Vehicular traffic flows in the area are influenced by a variety of factors, and the roads authority keeps matters under constant review. Nothing in the matters raised by the objectors suggests that the traffic modelling which the Council has undertaken is in any way unreliable as a basis for assessing the likely impact which the proposal might have on the other affected streets of the locale.

18. Current signage in force discourages heavy goods vehicles from using Charlotte Square when approaching the City along the A90 (Queensferry Road) and may have the effect of directing it through the streets of the Moray Feu. It is intended that the signage will be the subject of an early review by the Council, so that it should prove possible to adjust the current signs in such a way as to redirect a proportion of such traffic through the Square rather than through the Moray Feu.

19. Such figures as are available show substantial variation in traffic movement according to the day of the week, and the latest data may be skewed because of the influence of shopping patterns in December. However, the overall figures generally are a satisfactory basis on which to conclude that the traffic through the streets of the Moray Feu will not be substantially changed as a result of the redetermination Order and the traffic regulation order associated with it.

20. Advice from the police is that there is difficulty in controlling the movements of heavy goods vehicles within the Moray Feu streets. The proportion of such vehicles is however relatively small.



The case for the Respondents

21. The objectors comprise a substantial number of individuals and two Community Councils who (or whose electors) are resident in the wider locale, which, they apprehend, will be affected by the City of Edinburgh Council's proposals. Broadly, there has been a long-standing concern about the changes in vehicular movement in the area, brought about by, among other things, the introduction of the tram system. The closure of Shandwick Place to general traffic involved a substantial increase in vehicles being driven through the Moray Feu. Charlotte Square was envisaged as a mitigation measure intended to address some of the consequences of that closure. Now the proposed reduction in carriageway width would reduce the capacity of Charlotte Square to accept the traffic, thus perpetuating the unacceptable situation in the Moray Feu streets. In reality, traffic displaced from Charlotte Square, for whatever reason, has no alternative route to take other than the streets through the Moray Feu. Any flaw in the analysis of what might happen in Charlotte Square will therefore be visited upon those streets.

22. It is accepted that there is some public benefit from the proposals; but there are other ways in which to achieve similar benefits to those identified as the result of this scheme.

23. The loss of parking is high in terms of number of spaces. The Council has produced no figures to support the contention that the loss of spaces can be accommodated without problem. No statistically informed prediction has been made; and the conclusions reached are at best questionable. Use of the Square for parking purposes when the charges are not applicable demonstrates that there is an underlying demand of considerable proportions, which is managed by the pricing controls.

24. The current traffic patterns in the City are dynamic; and there will be further changes in patterns once the tram system becomes fully operational. This is the wrong time to be introducing changes of the kind proposed in this Order; and no action should be taken on this proposal until such time as the effects of the introduction of the trams can be properly assessed. While objectors accept that the Council has afforded this project serious professional consideration, local people remain unconvinced that the underlying statistics are sufficiently robust to warrant the conclusions which have been drawn from them. The community councils are of the view that there is widespread public support for doing nothing about Charlotte Square until such times as the tram system is operational.

25. The data which the Council has produced do not properly allow for the impact of the scheme on the streets in the Moray Feu, which remains 96% residential. The Council has failed to have regard to the impact of the level of vehicle movement on the substantial number of properties which have several levels of habitable accommodation below the level of the carriageway in these streets, and the adverse implications of the level of air pollution on those who live there.

26. The Council has failed to recognise the damage to the properties in the Moray Feu streets being sustained as a result of the increases in traffic movement of recent times.

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 OX 557005 Falkirk
www.scotland.gov.uk/Topics/Planning/Appeals



Priority should be directed to addressing such problems, which are of much greater moment than any problem being experienced within Charlotte Square at present.

27. In any event, the level of change that has already been introduced to facilitate the construction of the tram network is so great in scale that no step should be taken to make matters any worse. The proposed changes would be one such step.

28. Furthermore, many of the changes the Council seeks to introduce could be achieved without the redetermination order. The street lighting, the pavements and the cobbled area could be improved without taking any of the carriageway.

29. The Council is embarking upon piecemeal pedestrianisation. Moreover it is being undertaken in such a way that the purported benefits for pedestrians will be illusory. Pedestrian usage of the Square is primarily directed at other than accessing the private central gardens. Increasing the space in the proximity of the gardens is irrelevant to usage as a pedestrian route between the various parts of the city. Moreover, making the resultant space shared by pedestrians and cyclists is a severe disadvantage to pedestrian usage. It is the view of the New Town and Broughton Community Council that Charlotte Square is not a pedestrian desire line.

30. The public realm does not increase in size, contrary to what is stated in the Statement of Reasons in support of the Order. It will remain entirely unchanged in terms of its area.

Findings in Fact

31. I adopt paragraphs 1 to 5 above insofar as detailing factual matters.

32. The traffic patterns in the locale are, as might be expected in any urban area far less one undergoing dramatic change of the kind involved in the introduction of a tramway network, particularly dynamic. The data produced by the promoters require therefore to be read with great care. Recent figures appear to corroborate what was seen on the site inspection, namely that the road network in the relevant locale functions adequately and broadly efficiently, at least for core traffic.

33. Regardless of the precise implications of the data, Charlotte Square has capacity to absorb additional traffic movements, even in the reduced configuration proposed.

34. There are no reliable data from which robust predictions can be drawn as to the impact of the proposals on the streets in the Moray Feu. However, if Charlotte Square were to become a more effective alternative through route for the A8 and A90 traffic, it can be reasonably foreseen that some traffic would be diverted from the streets in the Moray Feu. It cannot be said that the redetermination order would, if implemented, undermine that potential.



35. Planning permission was granted for a scheme of environmental improvement in March 2012 which provides for among other things the changes in the carriageway envisaged in the Order.

36. The proposed scheme will increase the pedestrian space with widened footways on the garden side while at the same time increasing the provision for cyclists improving the links for the national cycle route through the city centre.

37. There will be loss of no more than 60 spaces currently used by vehicle parking if the present scheme proceeds. Demand for use of the spaces is so great that it is regulated by a hierarchy of pricing controls, which results in the current pattern of usage.

38. Current cycle usage is extremely modest, and is unlikely to increase significantly. The volume of cyclists would not of itself justify the changes proposed.

39. There will be no net change in the area of public space as a result of these proposals.

40. There appears to be no evidence that the current arrangements are inadequate for current levels of pedestrian activity.

Conclusions and recommendations

41. The Order before Ministers is concerned with a limited aspect of the Council's proposals, but a key one. The reduction in carriageway capacity for motor vehicles and the corresponding increase in space given over to pedestrians and cyclists is at the heart of the underlying objective being advanced by the Council. The Orders taken together have drawn a substantial body of objection from residents in the nearby area who apprehend there will be adverse consequences of the wider scheme, for which the Order now before Ministers for confirmation is a necessary preliminary. The evidence is such that, while I have no doubt that these apprehensions are very genuinely felt, and are based upon a careful consideration of relevant matters, they are not directly attributable to the changes in the carriageway for which this Order is necessary. Rather they are a genuine and understandable response to the evolving traffic management proposals and the introduction of the tramway system, which, it is clear, has already affected the streets in the Moray Feu.

42. The principal argument advanced by the objectors is that the reduction in carriageway width and associated traffic management proposals will encourage general through traffic, especially that using the A8 and the A90 routes, to use alternative routes increasing traffic, noise and pollution on those alternative routes. The principal, if not the only, alternative through route to that through Charlotte Square is that through the Moray Feu. The traffic situation in these streets is already far from what one would expect in primarily residential streets, and it is clearly a matter requiring attention. Related to this is the contention that the reduction in carriageway width will reduce the scope for Charlotte



Square to provide the required degree of relief to the Moray Feu streets by presenting itself as a more attractive alternative than that through the Moray Feu.

43. I do not accept these contentions. In general, I conclude that there is considerable spare capacity currently in Charlotte Square and I am confident that the traffic modeling undertaken by the Council is sufficiently robust to be confident that the combined changes can be safely implemented without causing directly any significant new traffic problem to occur elsewhere or materially aggravating any existing one.

44. I do not consider, in particular, that there is any overriding reason to delay a decision on the implementation of the proposals in this Order pending a reassessment of the traffic movements in the area after the tramway system has become fully operational. However popular such a decision might be with the residents represented at the hearing, in my view it is not something merited by the evidence before me. Timing of any traffic management or road proposal is always a matter for careful consideration, but in this locale there is, in my view, never likely to be a time when there will be no stimulus for some kind of prospective or additional change or another. Nothing that was said in the course of the hearing has persuaded me that this is a particularly inauspicious or disadvantageous time for the changes proposed in this Order; and I am in any event confident that the City of Edinburgh Council keeps such matters under constant review in discharge of its statutory duties in that regard.

45. The Statement of Reasons published as part of the statutory documents in support of the Council's proposal to make the redetermination order says little beyond an allusion to a development proposal considered and approved by the Council's Planning Committee on 7 March 2012. It also (wrongly) states that the result will be a gain of around one acre (sic) of public realm around Charlotte Square, creating dedicated space for pedestrians and cyclists without reducing the permeability of the area for vehicles. It is, however, clear from this Statement that, however inadequately justified the Order may be by the Statement itself, the proposal has been promoted in pursuit of land use objectives rather than any recognised deficiency or inadequacy in the existing arrangements for pedestrians, cyclists and motor vehicles. Indeed there was no evidence of any kind of such a deficiency or inadequacy. In such circumstances, the test is whether there is any material diminution of unacceptable proportions to the means of passage for which the carriageway was provided. In my assessment there is nothing in the evidence before me which would point to any such diminution.

46. It may be true that Charlotte Square in its existing layout and use is not an important pedestrian destination, but I am satisfied that there will be no substantial reduction in usability by pedestrians or in vehicle permeability if the proposal to alter the means by which the public right of passage may be exercised proceeded. It is clear to me that the Council has aspirations to increase pedestrian usage and attractiveness, particularly by tourists and others interested in the outstanding architecture which characterises the Square. There is nothing unreasonable in this aspiration, for it is of considerable merit in my view; and I am satisfied in relation to other schemes that the Council has successfully achieved its objective where it has in other places changed the



balance of usable road space to increase that available to pedestrians and reduce that available to vehicles. Nothing that was said at the hearing suggested that where these other schemes had been implemented the result was inadequate provision for motor vehicles, or resulted directly in significant problems elsewhere.

47. It may be that if the existing price controls on parking were different there would be greater take-up of the spaces available. How on-street parking in the city centre is to be managed, however, is not for Ministers to determine at this stage. Given the level of controls currently imposed, the demand is such that it should continue to be accommodated in the event of implementation of the present proposals as part of the continued management of parking within this part of the city centre. It is particularly to be noted that no business interest lodged any objection on this aspect of the matter, nor was the community council who did object to the parking changes motivated by representations it had received from any business or commercial interest in the area. I conclude, therefore, that the impact of the redetermination order, if implemented, will be minimal in relation to any parking issue in this part of Edinburgh.

48. I therefore conclude that the Council's proposals in relation to the carriageway width and the redetermination of how the means of the public right of passage may be exercised have considerable merit. I recommend that the Order be confirmed without modification.



Appendix

Parties appearing at the hearing:

For the City of Edinburgh Council:

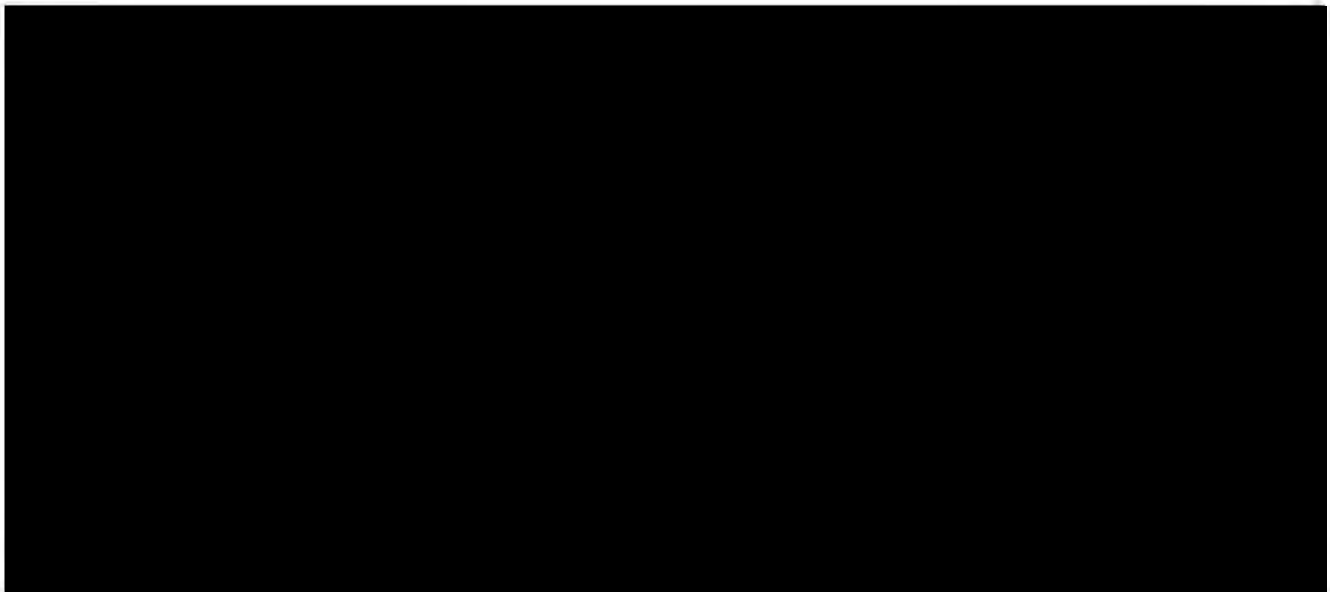
Ann Faulds, BA, LLB, LARTPI, MIHT, solicitor, now of CMS Cameron McKenna LLP, instructed by the City of Edinburgh Council, assisted by –

Alasdair Sim, B Eng (Hons) MIHT, Interface Manager with the City of Edinburgh Council

Will Garrett, MA (Hons) MSc MRTPI IHBC Dip UD, Development Planning Group Leader, City of Edinburgh Council

Alan Bowen, BSc (Hons) C.Eng

The Respondents:



Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Road and Footway Prioritisation Review 2014

Item number	7.6
Report number	
Executive/routine	
Wards	

Executive summary

This report seeks approval for amendments to the procedures currently being used, to prioritise road and footway resurfacing throughout Edinburgh.

The purpose of the amendments recommended in this report, are to ensure that the condition of roads and footways continue to improve, whilst maintaining the objective that prioritisation reflects and supports the Council's Local Transport Strategy and, in particular, the Active Travel Action Plan.

Links

Coalition pledges	P28 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Road and Footway Prioritisation Review 2014

Recommendations

- 1.1 It is recommended that the Committee approves:
 - 1.1.1 the introduction of an on-road cycling prioritisation weighting as shown in Appendix B; and
 - 1.1.2 a further review of on-road cycle prioritisation as detailed in 3.6.
 - 1.1.3 a review on the policy for renewing setted streets as detailed in 3.7 and 3.8.

Background

- 2.1 At its meeting on 27 July 2010, the Transport, Infrastructure and Environment Committee called for a report that outlined options in relation to the criteria used to prioritise roads and pavements investment in the city. The Committee asked for the criteria to be reviewed, to ensure that future prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.
- 2.2 The report on the new scheme of prioritisation for roads and pavements was agreed on 23 November 2010. Further revisions to this scheme were agreed on 29 October 2013.
- 2.3 At its meeting on 29 October 2013, this Committee asked for a further review of the scheme to look at the introduction of a prioritisation weighting for on-road cycle use. This report shows the findings and proposals of the review.
- 2.4 A further review has been requested on the current approach on the prioritisation of repairs to setted streets. This report shows how this policy will be reviewed.

Main report

- 3.1 The existing prioritisation scheme for roads is shown in Appendix A. This scheme gives a higher prioritisation weighting to carriageways on bus routes.

- 3.2 It is accepted that there are many benefits to the existing prioritisation scheme for roads. The bus percentage weighting has a significant effect on the carriageways selected for prioritisation, benefiting both bus use and cycle use. However, there is no current weighting for cycle use on roads that are not located on a bus route. It is, therefore, proposed to introduce a 5% weighting for cycle use on roads. The new weightings for road prioritisation are shown in Appendix B.
- 3.3 It is proposed that the Active Travel Action Plan 'Family Network' is used as an initial basis for identifying roads/paths that should receive additional weighting to reflect their use by cyclists. Appendix C shows some of the roads that will benefit from this weighting.
- 3.4 The Family Network consists of on/off-road cycle routes that have been identified as part of a citywide network suitable for all cyclists, particularly those who are less confident in traffic. The Council is in the process of delivering a 10 year programme to implement the Family Network, but much of the infrastructure is already in place and there are significant numbers of cyclists already using parts of the routes where improvements are planned. It is, therefore, considered that the Family Network is a suitable starting point for identifying roads/paths that should receive an additional prioritisation weighting. Appendix D shows a map of the Family Network.
- 3.5 The Family Network does not generally include main arterial corridors in the city, many of which are well used by cyclists. These carriageways will already receive the maximum priority available due to the weightings associated with the many bus routes using these routes.
- 3.6 A review of cycle usage on the city's roads network is currently being developed by the Council's Cycle Team. The usage data could be used to target and prioritise capital investment. The findings of this work will be reported to a future meeting of this Committee.
- 3.7 Setted streets are currently prioritised in the same categories as all other streets in Edinburgh. The cost to renew and maintain streets with setts is significantly greater than streets with asphalt surfaces. In some cases setted repairs have to be phased over several years due to the high cost. The current position, in line with the Edinburgh Standards for Streets, is that setts form part of the character of the conservation area, particularly in the World Heritage Site, and should be retained.
- 3.8 A working group has been established, lead by Planning, to review the Council's approach to the maintenance of setted streets. The policy on sett renewal will form a major part of the review. This review will also look at the funding available and how this should be best used. The findings of this review may have an impact on the current carriageway and footway prioritisation procedures and these findings will be reported to a future meeting of this committee.

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 Committee.

Financial impact

- 5.1 The cost of improvement works will be funded from the approved capital allocation for roads and footway investment.

Risk, policy, compliance and governance impact

- 6.1 There are no significant risks, compliance, governance or regulatory implications expected, as a result of approving the recommendations in this report.

Equalities impact

- 7.1 A full impact assessment, which will be preceded by consultation, will be carried out on future road and footway programmes of work on a scheme by scheme basis.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

Sustainability impact

- 8.1 The proposals in this report should have a positive impact on the environment by improving vehicle and bicycle ride quality through carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

Consultation and engagement

- 9.1 The revised methodology for prioritising roads and footways for capital investment was the subject of consultation with Spokes and the Council's Cycle Team.

Background reading/external references

[Prioritisation for a New System of Prioritisation for Road and Footway Investment – November 2010.](#)

[Road and Footway Prioritisation Review 2013](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and 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> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Existing Carriageway and Footway Prioritisation Procedures</p> <p>B Proposed Cycle Weighting – October 2014</p> <p>C Family Network Streets</p> <p>D Family Network</p>

PRIORITISATION OF MAINTENANCE SCHEMES

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

A condition assessment will be carried out to identify potential carriageway and footway schemes that require capital investment. A condition assessment is initiated by one or more of the following methods:

Neighbourhood Inspectors walkabout inspection: Neighbourhood inspectors rate the carriageways on a scale from 1 to 5. Anything that scores a 5 will be given a condition assessment.

Detailed Visual Inspection (DVI): Carried out by one inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Scottish Road Maintenance Condition Survey data (SRMCS): Vehicle scan of the carriageways that highlights areas of the carriageway that should be investigated further.

Footway Network Survey (FNS): Carried out by one inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

CARRIAGEWAY EVALUATION

The evaluation of the Carriageway involves a visual condition assessment of the road surface by qualified staff, together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Drainage Condition
- Surface irregularity/Deformation
- Whole Carriageway Deterioration
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

Condition Scoring

1. Drainage Condition

Ideally in purely drainage schemes this rating should be given after a period of bad weather. This will obviously not always be possible, so the existence of any gullies, grips, piped grips and ditches should be taken into account.

Rating 0 = Sufficient drainage facilities, no standing water after rainfall.

Rating 1 = Carriageway surface allowing minor standing water, although most of the water is draining away.

Rating 2 = Drainage facilities severely lacking, causing standing water over large proportion of the carriageway.

Rating 3 = Severe flooding, lasting long after rain has dried in surrounding area, causing major disruption to vehicle movements.

2. Surface Irregularity/Deformation

Here the ratings relate to the overall continuity of the surface of the carriageway, ie wheel track rutting, pushing, general shape, etc.

Rating 0 = Completely uniform surface.

Rating 1 = Slight undulation of surface.

Rating 2 = Minor rutting or pushing of surface.

Rating 3 = Rutting noticeable to drivers, giving uncomfortable journey.

Rating 4 = Surface shape giving indications of deeper structural damage.

Rating 5 = Severe undulations indicating major deep structural damage.

3. Whole Carriageway Deterioration

The rating should indicate the actual condition of the surface material of the carriageway.

- Rating 0 = New looking surface, no material loss
- Rating 1 = Slight crazing of the main running surface
- Rating 2 = Start of wheel track cracks and some patches already exist.
- Rating 3 = Cracking both horizontally and vertically Existing patches starting to break up.
- Rating 4 = Serious wheel track cracking and crazing of surface, existing patches failure.
- Rating 5 = Surface breaking up and liable to cause injury.

4. Has Section deteriorated beyond Cyclic Maintenance levels?

This section has been provided to allow the assessors to rate the overall scheme condition. The rating is given between 0 and 5.

- Rating 0 = Very good condition, probably more than 10 years residual life
- Rating 1 = Good condition, probably 5-10 years residual life
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.
- Rating 3 = Reasonable condition, wear and tear starting to show, probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

5. Will exclusion cause danger?

Here, the assessor should be thinking “If this Scheme is not included in this year’s maintenance list, would danger be increased before next year’s assessment?”

- Rating 0 = Definitely no increase in danger.
- Rating 1 = No increase in danger levels should be expected
- Rating 2 = Slight possibility of rise in minor damage to vehicles
- Rating 3 = Possibility of rise in more serious damage to vehicles
- Rating 4 = High risk of injury to pedestrians/damage to vehicles
- Rating 5 = Too dangerous to be excluded from the maintenance list this year.

Prioritisation

Table 1 below shows the value of the priority rating, which is applied to the condition score:

Table 1				
Road Category (As shown in Table 1 above)	Weighting	Low Bus Use	Medium Bus Use	High Bus Use
	Roads not on Bus Route	Roads with less than 15 Buses per hour	Roads with 15 to 50 Buses per hour	Roads with more than 50 Buses per hour
Special	2.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 1	1.8	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 2	1.6	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 3	1.3	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%
Type 4	1.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%

Table 2 below shows how the Type of the carriageway is determined:

Table 2	
Type	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA). It takes into account number of vehicles passing per day with all direction combined.

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

Local Roads

Local Roads Thin Overlay carriageways are assessed in the same way as the main carriageways. They all have a prioritisation multiplier of 1 as they are all Type 4 roads that are not on a bus route.

FOOTWAY EVALUATION

The evaluation of the Footway is carried out in the same way as the Carriageway assessment and involves a visual condition assessment of the surface by qualified staff together with a potential danger assessment.

The criteria used for the assessment are as follows:

- Kerb Upstand
- Kerb Deterioration/Alignment
- Footpath/Footway Deformation
- Footpath/Footway Deterioration
- Surface Water
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Danger

A needs assessment form is completed and numerical values given to each of the seven criteria within the bands given on the sheet.

Condition Scoring

1. Kerb Upstand:-

This element should be evaluated giving a rating between zero and three eg where a kerb upstand should be 110 mm. the rating applied shall be as follows:-

Rating 0 =	Upstand	110 - 100 mm.
Rating 1 =	Upstand	100 - 70 mm.
Rating 2 =	Upstand	70 - 40 mm.
Rating 3 =	Upstand	40 - 0 mm.

2. Kerb Deterioration/Alignment

The rating of this element should reflect the actual appearance of the kerb with respect to the condition and the continuity of the level.

- Rating 0 = New looking kerbs, no unnecessary rise and fall, no trips.
- Rating 1 = Slightly chipped edges/missing corners, slight rising of few kerbs, occasional trips.
- Rating 2 = Some kerbs may be cracked/spalling, rising of kerbs causing major trips.
- Rating 3 = Missing kerbs/major deterioration, rising of kerbs liable to cause injury.

3. Footpath/Footway Deformation

Here the ratings relate to the overall continuity of the surface of the footpath/footway, ie sunken flags, raising of sand carpet by tree roots etc.

- Rating 0 = Completely flat.
- Rating 1 = Slight undulation of surface.
- Rating 2 = More serious movement in the surface.
- Rating 3 = Undulation severe, causing difficulty walking.

4. Footpath/Footway Deterioration

The rating should indicate the actual condition of the surface material of the footpath/footway.

- Rating 0 = New looking surface, no material loss.
- Rating 1 = Slight material loss or damage to flags.
- Rating 2 = Approx. 25% material loss, broken flags.
- Rating 3 = Serious material loss, missing flags, etc. liable to cause injury.

5. Surface Water

This section allows the assessor to indicate the extent of the problem caused by the footpath/footway surface allowing surface water to stand after the rest of the area has dried.

- Rating 0 = No standing surface water.
- Rating 1 = 0-10% of surface covered with shallow pools of standing water.
- Rating 2 = 10-40% of surface covered with shallow pools of standing water.
- Rating 3 = Greater than 40% of surface with major water problems.

6 Has section deteriorated beyond Cyclic Maintenance Levels?

This section has been provided to allow the assessor to rate the overall scheme condition. The rating is given between zero and five.

- Rating 0 = Very good condition, probably more than 10 years residual life.
- Rating 1 = Good condition, probably 5-10 years residual life.
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.
- Rating 3 = Reasonable condition, wear and tear starting to show probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

7 Will exclusion cause danger?

Here, the assessor should be thinking “If this scheme is not included in this year’s maintenance list, would danger be increased before next year’s assessment?”

- Rating 0 = Definitely no increase in danger
- Rating 1 = No increase in danger levels should be expected
- Rating 2 = Slight possibility of rise in minor injuries to pedestrians
- Rating 3 = Possibility of rise in more serious injuries to pedestrians
- Rating 4 = High risk of injury to pedestrians
- Rating 5 = Too dangerous to be excluded from the maintenance list for this year

Prioritisation

Table 3 below shows the value of the priority rating, which is applied to the condition score:

Table 3					
Usage Category	Super High Use	High Use	Medium Use	Low Use	Ultra Low Use
Weighting Multiplier	2.5	2.0	1.6	1.2	1.0

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

The priority list keeps the Footway and Carriageway schemes separated.

Off-Road Cycleways

Off-Road cycleways are treated as part of the Footways allocation but are ranked separately depending on their usage.

Table 4 below shows the value of the priority rating, which is applied to the condition score:

Table 5			
Usage Category	High	Medium	Low
Weighting Multiplier	2.0	1.5	1.0

Proposed Cycle Weighting – October 2014

Road Category (As shown in Table 1 above)	Weighting Roads not on Bus Route	Low Bus Use Roads with less than 15 Buses per hour	Medium Bus Use Roads with 15 to 50 Buses per hour	High Bus Use Roads with more than 50 Buses per hour	Cycle Use Roads on the Family Network
Special	2.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 1	1.8	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 2	1.6	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 3	1.3	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 4	1.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%

The Table below shows how the Type of the carriageway is determined:

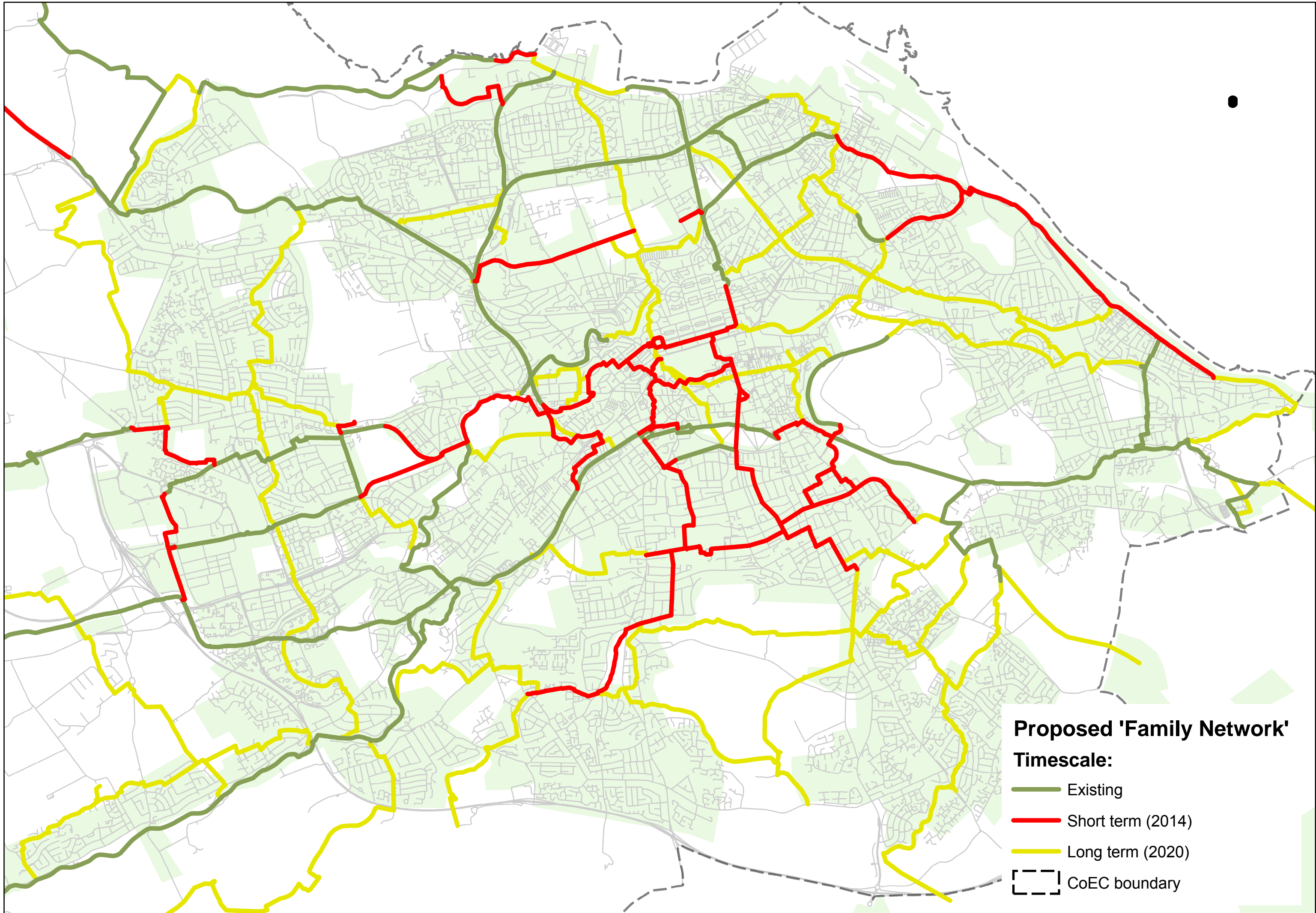
Type	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA). It takes into account number of vehicles passing per day will all direction combined.

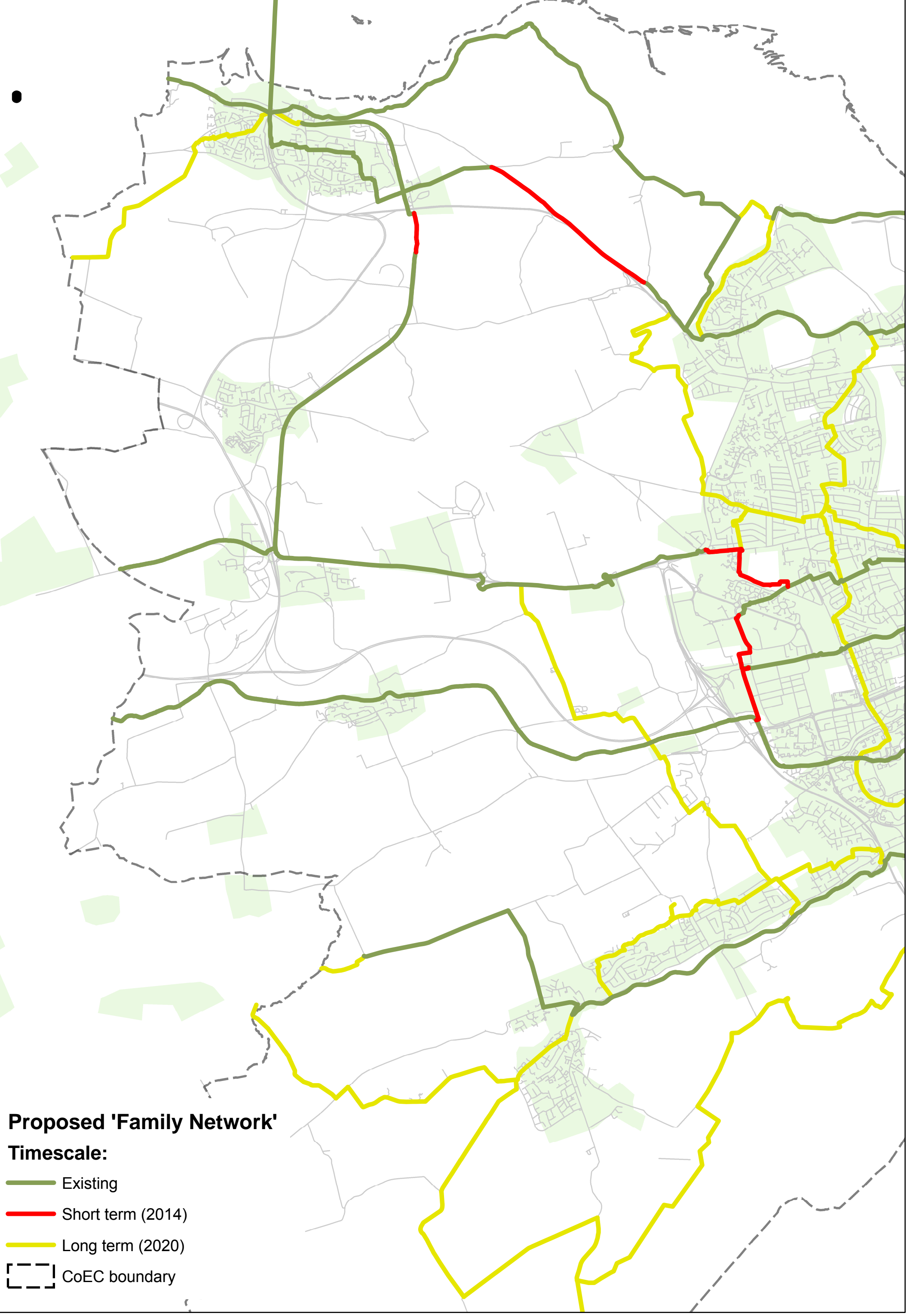
Streets with Additional Cycling Weighting

Street	Road Type	Previous Prioritisation Weighting	Previous Estimated Year for Resurfacing	New Prioritisation Weighting	Previous Estimated Year for Resurfacing
Whitehouse Loan	Type 3	23.4	>3 Years	24.57	2015/16
Rutland Square	Type 4	18.5	>3 Years	19.43	2016/17
Hillview Terrace	Type 4 Local Road	15.5	2017/18	16.28	2015/16
Firrhill Drive	Type 4 Local Road	15.5	2017/18	16.28	2015/16
Lochend Road	Type 2	28.16	2017/18	29.57	2015/16
Stenhouse Drive	Type	27.00	>3 Years	28.35	2017/18

NB All dates are estimates and are subject to change as the road network condition changes.



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Proposed 'Family Network'

Timescale:

- Existing
- Short term (2014)
- Long term (2020)
- CoEC boundary

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Road and Footway Investment – Capital Programme for 2015/16

Item number 7.7
Report number
Executive/routine
Wards

Executive summary

This report seeks approval for the allocation of the Road, Footway and Street Lighting Capital budget and programme of works for 2015/16.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways continues to improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Links

Coalition pledges	P29 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Road and Footway Investment – Capital Programme for 2015/16

Recommendations

- 1.1 It is recommended that the Committee approves:
 - 1.1.1 the allocation of the capital budget for 2015/16 shown in Appendix A; and
 - 1.1.2 the programme of proposed works for 2015/16, as detailed in section three of the report, and in Appendices B and D.

Background

- 2.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2015/16.
- 2.2 The capital budget of £15.069M for 2015/16 was agreed as part of the five year capital investment programme in February 2014.
- 2.3 The report provides details of the Road and Footway Capital Investment Programme for 2015/16. The report also includes details of street lighting investment. This report proposes how the Capital budget of £15.069m should be allocated across six different work streams. These are: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. The Carriageway and Footways work accounts for £8.279M or 55% of the available funding. The Street Lighting work accounts for £1.5M or 10% of the available funding. A scheme of prioritisation is used to identify which projects should be included in this part of the programme.
- 2.4 On 29 October 2013, it was agreed by this Committee that a review of the scheme of prioritisation be carried out so that it also included a priority for cycle use. This review is the subject of a separate report to this Committee. The schemes prioritised for investment are based on the findings of this review.
- 2.5 It is necessary to present this report to Committee in October 2014 to ensure that the programme can start on time and comply with the Road Works Registration notice periods.

Capital Budget Provision 2014/15 - 2016/17

- 3.1 The current and projected capital allocation for roads and footways, including street lighting, for 2014 to 2017 is shown in Appendix A.
- 3.2 The roads and footways capital programme for 2015/16 consists of six work streams. These comprise: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. Appendix A outlines how the proposed budget will be allocated across these six elements in 2015/16.

Carriageways and Footways

- 3.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.4 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan. Given the overall demand for roads investment, local residential roads and footways do not often reach the required priority level because of their low traffic and pedestrian volumes. In recent years, an allocation has been set aside within the carriageway element of the programme for local road overlay treatment to certain lightly trafficked roads. This approach is used mainly in residential areas where it is considered that some localised patching repairs and a complete road overlay will prolong the life of the road. The weather window for this construction is from April to October.
- 3.5 This programme of local road overlay treatment has been running successfully since 2006/07 and has received an average of 94% customer satisfaction over this period. It is proposed to allocate £500K for this treatment programme in 2015/16. The proposed list of Local Roads Schemes is based solely on the condition of the road surface and has been circulated to the Roads Teams in each Neighbourhood for comment.
- 3.6 It is proposed to allocate £500K for Type 3 roads and £400K for Type 4 roads. The Road Type is determined by vehicle use and is calculated in Million Standard Axles (MSA). It takes into account the number of vehicles passing per day with all directions combined. Type 3 and 4 roads are roads that have low vehicle use. This funding will be allocated to Type 3 and Type 4 roads that are not suitable for the local roads process and will allow resurfacing works to be carried out on roads that would be unlikely to feature in a capital programme of works, due to their low prioritisation score, compared with main carriageways. The programme of proposed Type 3 and Type 4 carriageway works is shown in Appendix B.

- 3.7 It is proposed to maintain the allocation of £400K for Local Footways in 2015/16. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score. The programme of proposed carriageway and footway works is shown in Appendix B.
- 3.8 In 2014/15, resurfacing trials are taking place using alternative, less expensive, treatment types. These alternative treatment types will potentially offer a far wider range of resurfacing options which, in turn, will result in a greater number of schemes being carried out each year. Many of these treatments will be used as preventative measures, reducing significantly the deterioration of roads over a long period. The results of the trials are not yet known, therefore, the schemes for investment have not been identified at this time. It is proposed to allocate £500K for this purpose.

Deferred Schemes

- 3.9 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off-peak working, etc) to minimise disruption. A number of schemes, particularly on main arterial routes, have been deferred in order to avoid disruption to traffic. Any scheme that has been deferred will be closely monitored by the Neighbourhood Roads Team. A list of schemes which are proposed to be deferred from the 2015/16 Programme is shown in Appendix C.

Public Realm

- 3.10 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group. A new public realm strategy is being developed and will include a scheme for prioritising investment in public realm which will be reported to Committee in 2015. New public realm projects will be put forward for inclusion in the 2016/17 capital programme once the new public realm strategy is in place.
- 3.11 Although there are no specific public realm schemes within the 2015/16 programme a number of the carriageway and footway renewal schemes will contribute to public realm improvements through use of high specification materials such as natural stone slabs and setts as well improvements in design and layout.

Street Lighting

- 3.12 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40%, it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. As well as replacing columns, the programme involves the fitting of more energy efficient lamps and lanterns that utilise white light technology and reduces the Council's energy consumption. The budget for street lighting works in 2015/16 is £1.5M. The programme of Street Lighting works is shown in Appendix D.
- 3.13 At current levels of investment it will take 10-12 years to replace the test-failed columns that have already been identified. The testing of street lighting columns is an ongoing process. Therefore, more test-failed columns are likely to be identified.

Other Asset Management

- 3.14 The South-West Neighbourhood has carried out a major survey on all the barriers along the Calder Road. A large percentage of these barriers have been identified as being in need of replacement. The estimated cost of this replacement is £1M. It is important that these barriers are maintained to a high standard due to their location on the Calder Road roundabouts. This work started in 2013/14. It is therefore proposed to maintain the £250K each year for the next two years to complete these works.
- 3.15 It is proposed to invest £0.5M in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture and street lighting. In the case of street lighting, where the lighting columns on a footway improvement scheme are more than 30 years old (ie exceeds their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

Neighbourhoods

- 3.16 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £30K is given to each Neighbourhood area to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.

- 3.17 At the meeting of the Transport, Infrastructure and Environment Committee, on 23 November 2010, it was agreed to increase the level of investment in gully replacement from £270K to £520K, as part of the 2011/12 capital programme. This was to tackle the backlog of failed and collapsed gullies, of which there were 323, over a two year period. A further £300K is allocated in the current financial year. It is predicted that the majority of this backlog will have been tackled by the end of the current financial year. It is therefore proposed to reduce the provision for gullies in 2015/16 to £180K (approximately £30K per Neighbourhood) as this will be sufficient to deal with any remaining backlog.
- 3.18 In addition to the budget set aside for dropped kerbs and drainage improvements within Neighbourhoods, a further element of the programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Neighbourhood Managers to respond to the local issues identified by the Neighbourhood Partnerships. In the current year £68,845 is allocated to each Partnership to invest in roads, footways and other environmental improvements in their area, in line with locally agreed priorities. It is proposed to maintain this level of investment in 2015/16.
- 3.19 Building on the success of the Right First Time (RFT), initiative for road repairs, it is proposed to allocate £180K for a Carriageway Enhancement Programme. This would allow roads that have never received any surface enhancements to be holistically surfaced through this RFT process. It would, therefore, negate the need for them to be considered for further capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs over a period of many years.
- 3.20 It is proposed to allocate £120K for Bus Stop Maintenance. This will provide the neighbourhoods with £20K each to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, damage cause by heavily loaded buses.

Inspection, Design and Supervision

- 3.21 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £1.36M from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and, if the costs are lower than expected, then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.

Contingencies

- 3.22 It is proposed to maintain the allocation of £800K for contingencies in 2015/16. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.

- 3.23 The contingencies budget will be closely monitored and, if contingencies or emergency works do not arise as the year progresses, then the funding will be re-allocated on a quarterly basis and used to bring forward additional carriageway and footway schemes.

Cycling Improvements

- 3.24 The Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10% - 8% will be allocated in 2015/16.
- 3.25 The 8% budget commitment will enable the Council to deliver new cycling infrastructure including the creation of links between existing off-road routes and upgrading the facilities that are available on-road.

Revenue Budget

- 3.26 In addition to the capital funding detailed in this report each Neighbourhood receives a revenue budget each financial year. This allows the Neighbourhood Road Teams to carry out carriageway and footway repairs, repairs to barriers and fences and repairs to minor drainage faults. It is also used for traffic signs and road markings.
- 3.27 Road Services also carry out operations funded from a revenue budget. This revenue budget is used for the following operations: Weather Emergency, Gully Cleaning and Jetting, Events Management, Clarence Response Squads (defect repairs), Coring, and Temporary Traffic Regulation Orders (TTROs).

Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 34.2% in 2012/13. Edinburgh's ranking within the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 14th in 2012/13. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.

Financial impact

- 5.1 The cost of improvement works, listed in Appendices B and D, will be funded from the approved capital allocation for roads and footway investment.

- 5.2 The report outlines total capital expenditure plans of £15.069M of infrastructure investment. 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 £15.069M and interest of £10.131M, resulting in a total cost of £25.20M based on a loans fund interest rate of 5.25%. The annual loan charges would be £1.26M.
- 5.3 The loan charges outlined above are allowed for within the current long term financial plan.
- 5.4 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.
- 5.5 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 The recommendations in this report will improve the condition of the roads and footways listed. The capital programme of works will be monitored on a monthly basis to reduce the risk of not delivering the schemes detailed in this report.
- 6.2 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

Equalities impact

- 7.1 A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

Sustainability impact

- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 The Street Lighting capital programme will continue to explore energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).

Consultation and engagement

- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in November 2010, was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in October 2013. A further review of these procedures is to be considered by this Committee in October 2014.
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Neighbourhood Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

Background reading/external references

Road and Footways Capital Programme 2010-11 Re-profiling of schemes

Road and Footway Prioritisation Review 2013

Road and Footway Prioritisation Review 2014

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Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and 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> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Capital Budget Allocation</p> <p>B Proposed Capital Programme - April 2015 – March 2016 - Carriageway Schemes</p> <p>C Deferred Carriageway Schemes</p> <p>D Proposed Capital Street Lighting Programme - April 2015 – March 2016</p>

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

	2014/15	2015/16	2016/17
£M	15.069	15.069	15.069

Proposed Budget Allocation for 2015/16

Roads, Footways and Street Lighting Budget	<u>£m</u>	15.069	
<u>Carriageways & Footways</u>	<u>£m</u>		
Budget for main carriageway works		3.899	
Budget for Local Roads Thin Overlay		0.500	
Budget for Type 3 Carriageways		0.500	
Budget for Type 4 Carriageways		0.400	
Budget for Unidentified Carriageways		0.500	
Budget for footway works		2.080	
Budget for Local Footways		0.400	
TOTAL			-8.279
<u>Street Lighting</u>	<u>£m</u>		
TOTAL		1.500	-1.500
<u>Other Asset Management</u>	<u>£m</u>		
Asset replacement ¹		0.500	
Calder Road Barrier Work		0.250	
TOTAL			-0.750
<u>Neighbourhoods</u>	<u>£m</u>		
Drop crossings (£30,000 per Neighbourhood Area)		0.180	
Drainage improvements (£30,000 per Neighbourhood Area)		0.180	
NEP - (£67,845 per Partnership)		0.814	
Carriageway Enhancement Programme		0.180	
Bus Stop Maintenance		0.120	
TOTAL			-1.474
<u>Miscellaneous</u>	<u>£m</u>		
Budget for Inspection, Design & Supervision costs, including TTRO's		1.360	
Contingencies		0.500	
TOTAL			-1.860
<u>Cycling Allocation</u>	<u>£m</u>		
8% Allocation		1.206	
TOTAL			-1.206

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

Proposed Capital Programme - April 2015 – March 2016**Carriageway Schemes**

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
London Road	Montrose Terrace to Wishaw Terrace	14	Craigentenny/Dudd'n	3,904	16.5	1.8	1.50	1.05	46.78
St John's Road	Featherhall Avenue to Clermiston Road	6	Costorphine/Murrayf'd	6,279	16	1.8	1.5	1.05	45.36
Westfield Road	No 26 Westfield Road to Roseburn Street	7	Sighthill/Gorgie	3,741	15.5	1.8	1.25	1.05	36.62
Comiston Road	South Morningside Primary School to 402 Morningside Road	10	Meadows/Morningside	5,781	15.5	1.8	1.25	1.00	34.88
Queen Street Gardens West	Southbound Carriageway	11	City Centre	449	17.5	1.8	1.10	1.00	34.65
Brighton Place Phase 1	Scope of work to be confirmed following discussion with local Community Council on most effective use of funds for settled carriageway	17	Portobello/Craigmillar	TBC	18.0	1.6	1.10	1.05	33.26
Glasgow Road	3 Sections Drumbrae Roundabout to Maybury Road	3	Drum Brae / Gyle	10,750	14.0	1.8	1.25	1.05	33.08
Dundas Street	No.89 to Great King Street	11	City Centre	2308	16.5	1.8	1.1	1.00	32.67
East Preston Street	Whole Road	15	Southside/Newington	3,260	16.0	1.6	1.25	1.00	32.00
Morningside Road	Newbattle Terrace to Canaan Lane	10	Meadows/Morningside	3,600	14.0	1.8	1.25	1.00	31.50
A7 Old Dalkeith Road	Southbound Carriageway Cameron Toll Roundabout to outside No.33	16	Liberton/Gilmerton	2,343	14.0	1.8	1.25	1.00	31.50

Carriageway Schemes

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Hope Street	Whole Road	11	City Centre	1133	16.5	1.8	1.00	1.05	31.19
Colinton Road	Craiglockhart Avenue Crossroads	9	Fountainbridge/C'hart	909	15.5	1.6	1.25	1.00	31.00
A7 Old Dalkeith Road	Walter Scott Avenue to Ravenswood Avenue	16	Liberton/Gilmerton	1492	13.0	1.8	1.25	1.05	30.07

Proposed Capital Programme - April 2015 – March 2016**Type 3 Carriageway Schemes**

Type 3 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Drum Brae Drive	From 17 Drum Brae Drive to 174 Drum Brae drive	3	Drum Brae / Gyle	1,142	16.0	1.3	1.25	1.05	27.30
Restalrig Road South RAB	At Restalrig Road South RAB	14	Craigentinny/Dudd'n	1,370	17.5	1.3	1.10	1.00	25.03
Whitehouse Loan	From Bruntsfield Place Jct to Bruntsfield Crescent Jct	10	Meadows/Morningside	3,456	18.0	1.3	1.00	1.05	24.57
Whitehouse Loan	From Strathearn Place Jct to Greenhill Terrace Jct	10	Meadows/Morningside	2,713	18.0	1.3	1.00	1.05	24.57
Mansfield Road	Millbank to No. 99	2	Pentland Hills	3,333	17.0	1.3	1.10	1.00	24.31

Type 4 Carriageway Schemes

Type 4 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Rutland Street	From No. 1 Rutland Street No. 21 Rutland Street	11	City Centre	863	19.0	1.0	1.00	1.05	19.95

Proposed Capital Programme - April 2014 – March 2015

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
South Gyle Road	Full Length	3	Drum Brae / Gyle	2,805	16.5	1.0	1.05	20.00
Clermiston Gardens	Full Length	3	Drum Brae / Gyle	2059	17.0	1.0	1.00	18.00
St Thomas Road	Full Length	15	Southside/Newington	276	16.0	1.0	1.05	17.50
Hailes Park	Full Length	8	Colinton/Fairmilehead	1,057	16.5	1.0	1.00	17.50
Spylaw Bank Road	From Sir William Fraser Homes to Dell Road Jct	8	Colinton/Fairmilehead	3757	16.5	1.0	1.00	17.50
Sighthill Place	Full Length	7	Sighthill/Gorgie	1,018	16.5	1.0	1.00	17.00
Hillview Terrace	Full Length	6	Costorphine/Murrayf'd	3,848	15.5	1.0	1.05	17.00
Firrhill Drive	Full Length	8	Colinton/Fairmilehead	2,154	15.5	1.0	1.05	17.00
Mansionhouse Road	Full Length	15	Southside/Newington	1,414	16.0	1.0	1.00	17.00
Ross Gardens	Full Length	15	Southside/Newington	2,219	16.0	1.0	1.00	16.50
Bruntsfield Crescent	From No. 11 Bruntsfield Crescent to Whitehouse Loan Jct	10	Meadows/Morningside	1186	16.0	1.0	1.00	16.50

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
Mortonhall Park View	Assessed Provisional	16	Liberton/Gilmerton	3,160	16.0	1.0	1.00	16.50
Fernieside Grove	From Moredun Park road Jct to No. 520 Old Dalkeith road	16	Liberton/Gilmerton	1,624	16.0	1.0	1.00	16.00
West Pilton Grove	From West Pilton Park Jct to West Pilton Green Jct	4	Forth	1,093	16.0	1.0	1.00	16.00

Proposed Capital Programme - April 2015 – March 2016

Footway Schemes

Footway Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Queensferry Street Lane	Both sides Queensferry St Jct to No. 52 Queensferry Street Lane	11	City Centre	222	23.00	1.6	36.80
East Fettes Avenue	West Side of East Fettes Avenue from Tennis Court to Playing Field	5	Inverleith	1,672	17.50	1.6	28.00
Hanover Street	Both sides Full Length	11	City Centre	2,509	15.00	1.8	27.00
Cowgate	North side of Road from Candlemaker Row Jct to Old Fishmarket close Jct	11	City Centre	654	15.00	1.8	27.00
St Margaret's Road	Both sides of road from Greenhill Place Jct to No. 1 St. Margarets Road	10	Meadows/Morningside	496	16.50	1.6	26.40
Newtoft Street	Both sides Full Length	16	Liberton/Gilmerton	1,277	16.50	1.6	26.40
Blair Street Ph1	Full Length East side	11	City Centre	234	15.00	1.6	24.00
Inverleith Row	East side of Inverleith Row from No. 1 to No. 19	5	Inverleith	584	16.00	1.6	25.60
Rossie Place	Both sides Full Length	12	Leith Walk	901	16.00	1.6	25.60
West Crosscauseway	North f/w Church to Nicolson St, South f/w Nicolson St to West Cr/way	15	Southside/Newington	338	16.00	1.6	25.60

Footway Schemes

Steel's Place	Both sides Full Length	10	Meadows/Morningside	113	16.00	1.6	25.60
Montagu Terrace	West f/w No. 36 to 62, East f/w Bangholm Terr Jct to Royston Terr Jct	5	Inverleith	1,266	16.00	1.6	25.60
Ashley Terrace Shandon Place	East side Ashley Dr Jct to 56, then 3 to 9, West Side from No. 1A to 20	9	Fountainbridge/C'hart	1,499	16.00	1.6	25.60
Leamington Terrace	West Side Gilmour Place to o/s 28	10	Meadows/Morningside	186	17.00	1.6	27.20
Henderson Street	East side of Road from No. 58A to Giles Street Jct	13	Leith	238	16.00	1.6	25.60
Bridge Road	North Side of road from No. 2 to No. 8	8	Colinton/Fairmilehead	111	16.00	1.6	25.60
Mound Place	North side from just above No. 1 Ramsay Garden to the Mound Jct	11	City Centre	167	12.50	2	25.00
St Stephen Street	North side of road from No. 7 to No. 93 St Stephen Street	5	Inverleith	386	15.50	1.6	24.80
Warrender Park Terrace	South Side Full Length, North side opp No. 4 to Marchmont road Jct	10	Meadows/Morningside	1,063	15.50	1.6	24.80

Proposed Capital Programme - April 2015 – March 2016

Local Footway Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Wardie Square	Footway both sides whole length of Wardie Square	4	Forth	283	19.50	1.2	23.40
Crewe Road North	East f/w Pilton Av to 220 Crewe Rd North, West f/w 165 to 171 Crewe Road North	4	Forth	730	19.00	1.2	22.80
Cliftonhall Road	At North West corner of Cliftonhall Road	1	Almond	176	19.00	1.2	22.80
Barnton Park Avenue	From Barnton Park Drive jct to Barnton Park Place Jct	1	Almond	1,287	18.50	1.2	22.20
Boswall Grove	Both sides of Boswall Grove full length	4	Forth	105	18.00	1.2	21.60
Queensferry Rd K'liston	East Side of Queensferry Road from Opp. Community centre to No. 37 Queensferry Road	1	Almond	235	18.00	1.2	21.60
Hailes Park	Both sides of Hailes Park Full Length	8	Colinton/Fairmilehead	507	18.00	1.2	21.60

Deferred Carriageway Schemes

Carriageway Schemes being deferred to a future year to avoid adding to Traffic Congestion across the City

Scheme	
London Road	Eastbound Leith Walk to Hillside Crescent
Leith Street	Northbound Waterloo Place to Greenside Row

**** Other schemes may be added to this list.**

Proposed Capital Street Lighting Programme

April 2015 – March 2016

Area	Location	Comments
City Wide	Various ancillary works	Revenue Column/Lantern replacements transferred to Capital
West	South Queensferry - replacement of 5th core cable	Commitment to local Councillor due to Scottish Power faults
City Centre	Charlotte Square lanterns and railing supports, phased renewal	General improvement scheme linked to Health & Safety
City Centre	Royal Mile Closes	General improvement scheme linked to obsolete equipment.
City Wide	Wall bracket pull test	Inspection scheme linked to Health & Safety
City Centre	P109 Conservation lanterns, phased renewal	General improvement scheme linked to obsolete equipment.
City Wide	Parks Lighting, various upgrades	General improvement scheme linked to obsolete equipment.
City Centre	City Centre Lanes	General improvement scheme linked to obsolete equipment.
City Wide	Illuminated traffic islands	General improvement scheme linked to obsolete equipment.
City Wide	Replacement of Test Failed Columns	Test failed columns.

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Public Utility Company Performance 2014/15 Quarter 1 (April, May and June 2014)

Item number	7.8
Report number	
Executive	
Wards	All

Executive summary

This report summarises the performance of Public Utility Companies (PUs) during the period April 2014 to June 2014 (Quarter 1), for the 2014/15 financial year.

The report comments on the performance and progress of the Roadwork Support Team (RST) including the additional Inspectors, employed on a temporary basis, to allow the Council to inspect of 100% of PU reinstatements.

Coalition pledges	P28 and P33
Council outcomes	CO19 and CO26
Single Outcome Agreement	SO4

Public Utility Company Performance 2014/15 Quarter 1 (April, May and June 2014)

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes:
 - 1.1.1 the report and performance information shown in Appendix A, including the arrangements for securing an improved performance level from all Public Utilities;
 - 1.1.2 that future quarterly reports provided to this Committee will include information on the progress of the revised Edinburgh Road Works Ahead Agreement (ERWAA); and
 - 1.1.3 that future quarterly reports will include progress on the Improvement Plans requested from Public Utilities.

Background

- 2.1 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, gives statutory undertakers or Public Utilities (companies and private utility providers) responsibility for signing, lighting and guarding road works. The legislation also requires the road to be reinstated to prescribed standards upon completion of works.
- 2.2 The Transport and Environment Committee, at its meeting on 15 January 2013, agreed to receive quarterly Public Utility (PU) Performance Reports and instructed the Head of Transport to enhance the scrutiny and monitoring of all road works. The Committee also agreed to instruct the Head of Transport to take the lead in developing a revived Edinburgh Road Works Ahead Agreement (ERWAA).
- 2.3 This report provides an update on developments that have occurred during the year from April 2014 to June 2014.

Performance

- 3.1 The performance of each PU is monitored daily by the Roadworks Support Team (RST), with reports compiled on a monthly and quarterly basis. The result of this monitoring is discussed at bi-monthly liaison meetings held with each PU, on a one to one basis.
- 3.2 Where a PU fails to meet the specified performance standards, as defined in the appropriate Code of Practice, the following staged procedure should be used:
 - The roadworks authority issues a Notice of Failure to Achieve Performance (NFAP).
 - The undertaker responds with an Improvement Plan – Stage 1.
- 3.3 In the event that the PU does not achieve the required level of improvement, then:
 - the roadworks authority issues an Improvement Notice (IN); and
 - the PU responds with an Improvement Plan – Stage 2.
- 3.4 Within five days of receiving the NFAP, the PU must verify and analyse the defect data (gathered from inspections, performance information), to establish appropriate improvement objectives. It should then prepare an outline Improvement Plan designed to achieve the objectives and forward this to the roadworks authority.
- 3.5 Where this is considered not to be the case, an Improvement Notice/Stage 2 Improvement Plan shall be triggered.
- 3.6 Following implementation of the Improvement Plan, if it becomes clear after three months that no practical improvement is being achieved, other measures may need to be considered such as:
 - Escalation of the Improvement Plan monitoring to achieve a step change in performance;
 - Involvement of a more senior level of management within both the PU and the roadworks authority;
 - Following an appropriate grievance and dispute process, civil and/or criminal remedies; and
 - A report containing any relevant evidence of the undertaker's failure to comply with their duties under the Act, may be submitted to the Office of the Scottish Road Works Commissioner for information.

- 3.7 As a result of the performance information gathered at the end of last year and this Quarter, targets for improvement have been given to those PU's that have shown little or no improvement in their performance. These comprise Scottish Water, Scotland Gas Networks, Openreach, Virgin Media and Scottish Power.
- 3.8 NFAP's will be issued in October, to all PU's that have made no significant improvement by 30 September 2014.

Inspections

- 3.9 The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, makes PUs wholly responsible for the management of their road works. Councils, as Roads Authorities, are responsible for monitoring the performance of the PUs and are empowered to charge them for a number of sample inspections carried out to monitor the performance. The sample size that is currently chargeable is 30% of the total annual number of reinstatements. Other inspections, carried out routinely by the Roads Authority or in response to reports from the police or members of the public, may also be carried out. The cost of these inspections falls to the Council unless a defect is found.
- 3.10 The two areas that are inspected and monitored closely are PU reinstatements and PU defective apparatus (manholes, toby covers, valve and inspection/access covers).
- 3.11 Target inspections are all other inspections carried out, (excluding Sample Inspections). They involve the Council investigating all other reinstatements, new reinstatements or those still within their two year guarantee period. The breakdown of the type of inspections carried out is shown in Table 3.11A in Appendix A. The average failure rate for PUs is shown in Table 3.11B in Appendix A.

Sample Inspections

- 3.12 The total number of sample inspections carried out in Quarter 1 was 474. The breakdown between each inspection type is shown in Table 3.11A in Appendix A.
- 3.13 The percentage pass rate for each PU at the end of Quarter 1 is shown in Table 3.13 and Graph 3.13 in Appendix A. The target pass rate for all PUs is 90%.

Target Inspections

- 3.14 The cumulative number of target inspections carried out in Quarter 1, in addition to the above sample inspections, was 882. The breakdown between each inspection type is shown in Table 3.11A in Appendix A.

3.15 The total number of all inspections carried out in Quarter 1 was 3,728. The numbers carried out in each month of Quarter 1 is shown in Graph 3.15B in Appendix A. The number of inspections carried out, compared with the same period last year is shown in Graph 3.15A in Appendix A. From analysing the 3,728 inspections carried out, the average failure rate for reinstatements inspected was 19.1%, against a target of 10%. This is an improvement of 8.6% from 27.7% at the end of 2013/2014. See Table 3.11B in Appendix A. The number of inspections carried out in Quarter 1 shows a 30% decrease, from the number carried out in the same period the previous year (see Table 3.15A and 3.15B in Appendix A). This has resulted due to the loss of two Inspectors, reducing the number from six to four. A recruitment exercise to fill these posts is currently underway.

Utility Defective Apparatus

- 3.16 The total number of outstanding defective apparatus at the end of Quarter 1 was 651. A breakdown for each PU is shown in Table 3.16 in Appendix A. This represents an increase of 17.7% when compared to Quarter 4 last year.
- 3.17 The PU with the largest numbers of defective apparatus continues to be Scottish Water (SW), with 521 items. SW had shown a slight improvement last year however this has reversed in Quarter 1 by 11%. An improvement is required by the end of Quarter 2.
- 3.18 The number of defective apparatus in Q1 increased for all PUs. Openreach and SW had the largest number of outstanding items of defective apparatus. A comparison of the three months in Quarter 1 is shown in Graph 3.18 in Appendix A.

Utility Defective Reinstatements

- 3.19 Every PU has seen a decrease in the number of outstanding defects since January in Quarter 1. A breakdown for each PU is shown in Table 3.19 and Graph 3.19 in Appendix A. At the end of Q4 of 2013/2014, the total number of outstanding defective reinstatements in Edinburgh was 637. At the end of Quarter 1 this reduced to 447, an improvement of 29.8%. SW continues to have the largest number of defective reinstatements, although it has reduced these by 34.4% since Quarter 4 in 2013/2014.
- 3.20 The inspections, as discussed in 3.14, are responsible for identifying and reporting failures and have had a direct affect on reducing the number of failed reinstatements. Had the additional inspections not been carried out, there was a real possibility that these defects would have not been found and the responsibility for their repair would have fallen to the Council after the end of their guarantee period.

Registration and Fixed Penalty Notices (FPNs)

- 3.21 All road works on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.22 PUs are required to record all information relating to the works they wish to undertake and works that are underway. Roads Authorities are also required to record all information on works they wish to carry out. Developers, and others wishing to occupy or carry out works on public roads, must first obtain Road Occupation Permits (ROP) from roads authorities, and are responsible for the registration of these works.
- 3.23 The comparison of registration failures for the Council's own works is shown in Graph 3.23 in Appendix A.
- 3.24 Failure to secure a ROP is an offence. PUs and their sub-contractors, when they commit such an offence, can discharge their liability through the payment of a Fixed Penalty Notice (FPN). Currently the Penalty is £120, which is reduced to £80 if paid within 29 days. A breakdown of FPNs issued in Quarter 1 of 2014/15 is shown in Graph 3.24 in Appendix A. The total number of FPNs accepted by PUs, in Quarter 1 was 172. A further 90 FPNs were accepted by other agents in relation to Road Occupation Permits eg skips, scaffolding, etc.

Actions

Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.25 A report outlining the new working arrangements for the ERWAA was submitted to, and approved by, this Committee on 18 March 2014. Following a meeting of a Member/Officer Working Group on 7 August 2014, work is ongoing to finalise the wording of the Agreement to satisfy the requirements of both the PUs and the Council. Once this is achieved arrangements will be made to have the Agreement signed by all parties. An update will be provided in the Q2 report to this Committee on 13 January 2015.

Improvement Plans

- 3.26 Several meetings have been held with SW throughout last year, to discuss its Improvement Plan. However, as can be seen by the number of outstanding defective apparatus failures, a significant number of outstanding defects remain.
- 3.27 Monitoring the performance of all PUs has shown that no improvement has been made by SW and Openreach in addressing the number of outstanding defective apparatus.
- 3.28 Both Openreach and SW are required to show a significant improvement in the number of outstanding apparatus by the end of Quarter 2. Failure to achieve this will result in NFAPs being issued.

Proposals for the coming year

- 3.29 It is intended to invite, and commence, liaison meetings with smaller PUs (O2 UK Ltd, Vodafone, EE, Network Rail and Concept Solutions People). Presently, only the five main PUs (Scottish Water, Scottish Power, Scotland Gas Networks, Openreach and Virgin Media) are invited to, and attend, liaison meetings.
- 3.30 It is also intended to investigate specific reinstatements carried out by PUs where concerns have been raised by Road Services staff or members of the public. Locations investigated for coring will be identified and cored, even if a surface inspection appears satisfactory. This will enable the Roadwork Support Team to be specific in their investigations of suspected specification failures. Members of the public can report concerns to their Local Neighbourhood office or through Clarence.

Measures of success

- 4.1 Achievement of improvement targets as agreed in Improvement Plans and bi-monthly liaison meetings.
- 4.2 Improved performance in the key areas reported will be measured by greater public satisfaction with:
- the planning, co-ordination and delivery of road works across the city;
 - the quality of information supplied to people who live in, work in or visit Edinburgh; and
 - the quality and longevity of PU reinstatements.
- 4.3 Public satisfaction will be measured at the end of each year by targeting Community Councils with customer questionnaires. It is anticipated that this will be undertaken in September 2014.

Financial impact

- 5.1 The cost of carrying out inspections is offset by the income generated from inspecting 100% of reinstatements. These inspections identify defective reinstatements during the two-year PU guarantee period, which are repaired at the PUs expense. If defects are identified outwith this period the cost of reinstatement would have to be borne by the Council.
- 5.2 Total revenue achieved was £96,084 from Sample and Repeat inspections of failed PU reinstatements.

Risk, policy, compliance and governance impact

- 6.1 There is a risk that the condition of the road network could deteriorate if the 100% inspection of all PU reinstatements is not maintained. Should 100% of inspections not be undertaken, there is a risk that defects would not be found and the responsibility for their repair would then fall to the Council at the end of their guarantee period.
- 6.2 Where the Council has made significant investment in road improvements, there is a risk that the road network may deteriorate following reinstatements that have not been carried out to the agreed standards.
- 6.3 There is a risk of reduced revenue if the number of inspections is less than that estimated at the beginning of the year.
- 6.4 There is a risk of lack of improvement by poorer performing PUs. This can be addressed by the use of formal Improvement Plans, as specified in Code of Practice for Co-ordination of Works in Roads.

Equalities impact

- 7.1 There are no equalities impacts arising from this report.

Sustainability impact

- 8.1 There are no sustainability impacts arising from this report.

Consultation and engagement

- 9.1 Individual Liaison meetings are held every two months with representatives from all of the major PUs. Specific performance issues and improvement requirements are discussed at these meetings.
- 9.2 Throughout the year the Council was represented at all relevant Committees, as required within the Code of Practice for the Co-ordination of Works in Roads. These meetings are detailed below:

The Roads and Utilities Committee Scotland (RAUCS) where all Roads Authorities and PUs are represented together with representatives from Transport Scotland and the office of the Scottish Road Works Commissioner.

The South East of Scotland Roads and Utilities Committee (SERAUC) where representatives from the City of Edinburgh, Midlothian, East Lothian, West Lothian and Scottish Borders Councils attend, together with representatives from all PUs.

The Local Roads and Utilities Committee (LRAUC) is also known as the Local Co-ordination meeting. This includes representatives from the service areas within Services for Communities that are involved in roadworks or road occupations, as well as Lothian Buses and all PUs.

- 9.3 At the LRAUC meeting on 6 May 2014, a request was made to all PUs, to place as much information as possible regarding their potential works onto the SRWR. This will allow for improved co-ordination of work to be carried out on the road network. At the same meeting it was confirmed that the 10 day allowance for the Council to make comment on proposed PU work, under Notices Awaiting Assessment, must be strictly adhered to.

Background reading/external references

[Quality of Utility Company Reinstatements – Item 5.16, Transport and Environment Committee, 18 June 2012.](#)

[Code of Practice for Inspections”, 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.](#)

[Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013.](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the city. 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 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	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix A - Utility Company Performance Information Quarter 1 - 2014/15

Table 3.11A
Number of inspections for ALL PUs

TYPE	CATEGORY A	CATEGORY B	CATEGORY C	OTHER INSPECTIONS	TOTAL
	Inspections during the progress of the works.	Inspection within six months of the work being completed.	Inspection within three months of end of guarantee period.		
SAMPLE INSPECTION	109	174	191	-	474
TARGET INSPECTION	8	314	560	-	882
DEFECTIVE APPARATUS	-	-	-	338	338
DEFECTIVE REINSTATEMENT	-	-	-	2,034	2,034
INSPECTIONS RELATED TO CORING	-	-	-	0	0
OTHERS	-	-	-	0	0
TOTAL	117	488	751	2,372	3,728

Table 3.11B
Average fail rate for ALL PUs

	No of Failures	% Fail Rate
SAMPLE INSPECTIONS	80	14.7%
Category A	21	20.8%
Category B	40	27.7%
Category C	19	6.2%
TARGET INSPECTIONS	116	10.2%
Category A	2	33.3%
Category B	54	25.3%
Category C	60	17.0%
DEFECTIVE REINSTATEMENTS	173	19.1%

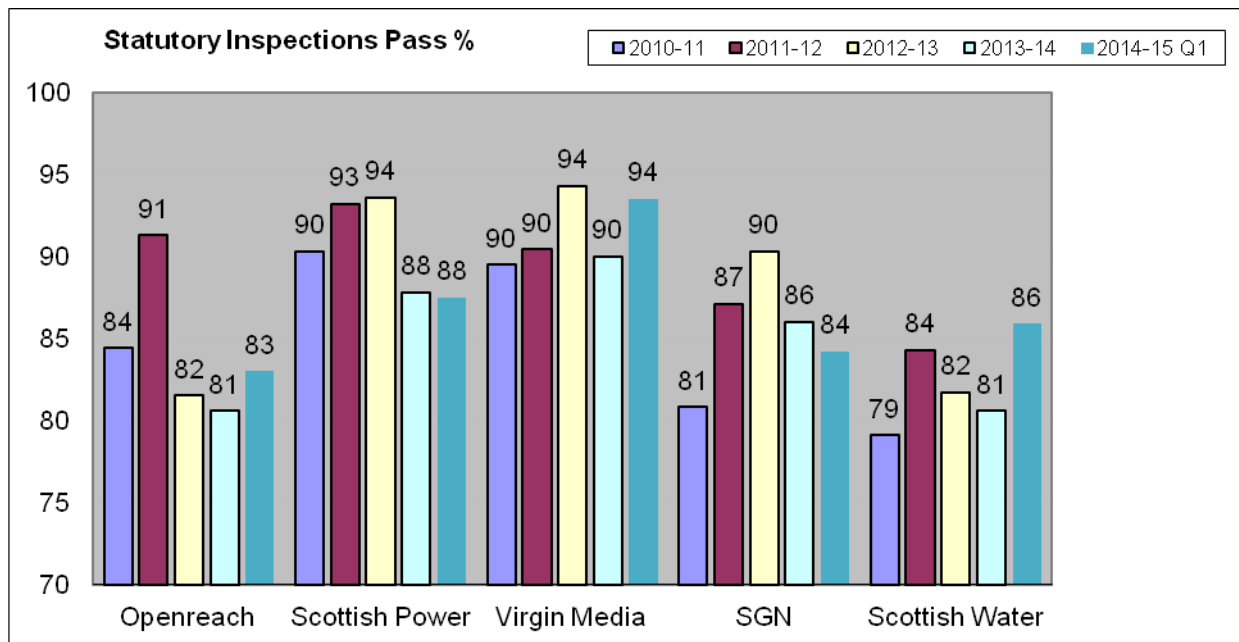
The target pass rate for all PUs is 90%.

Table 3.13

The table below shows the average percentage pass rate for defective apparatus for each PU over Quarter 1. The target pass rate for all PUs is 90%.

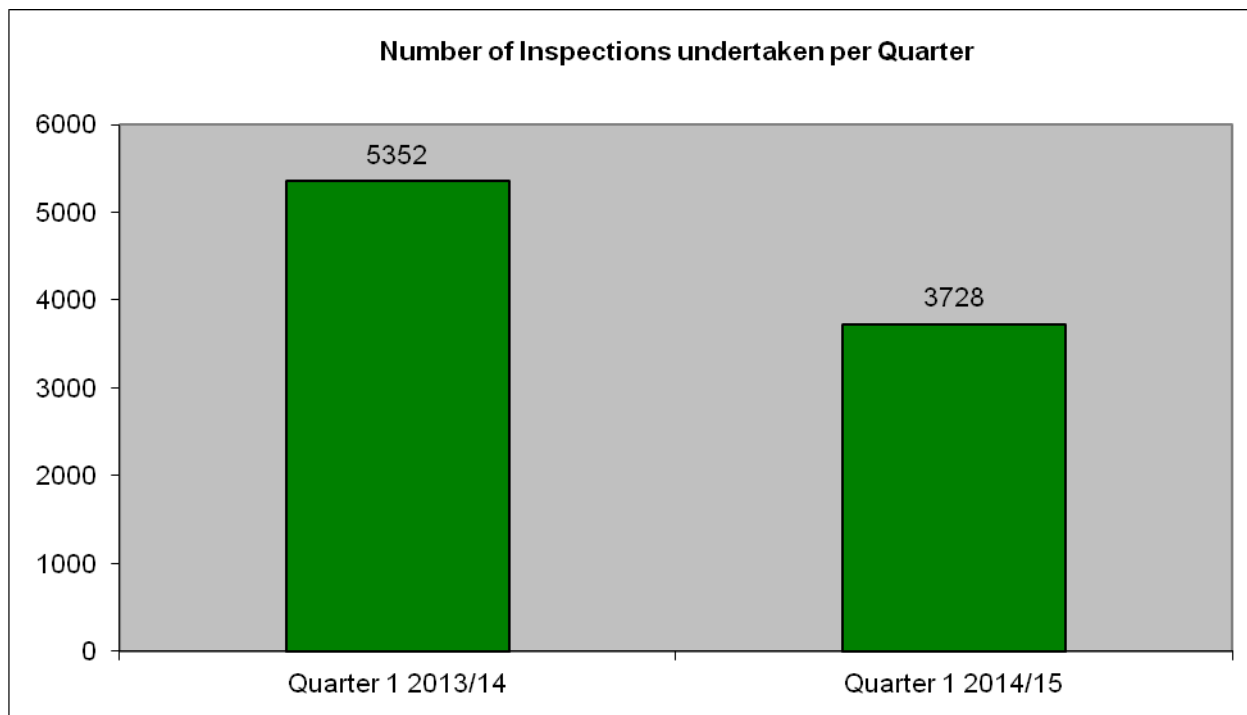
	Openreach	Scottish Power	Virgin Media	Scotland Gas Networks	Scottish Water
Pass Rate	83%	88%	94%	84%	86%

Graph 3.13



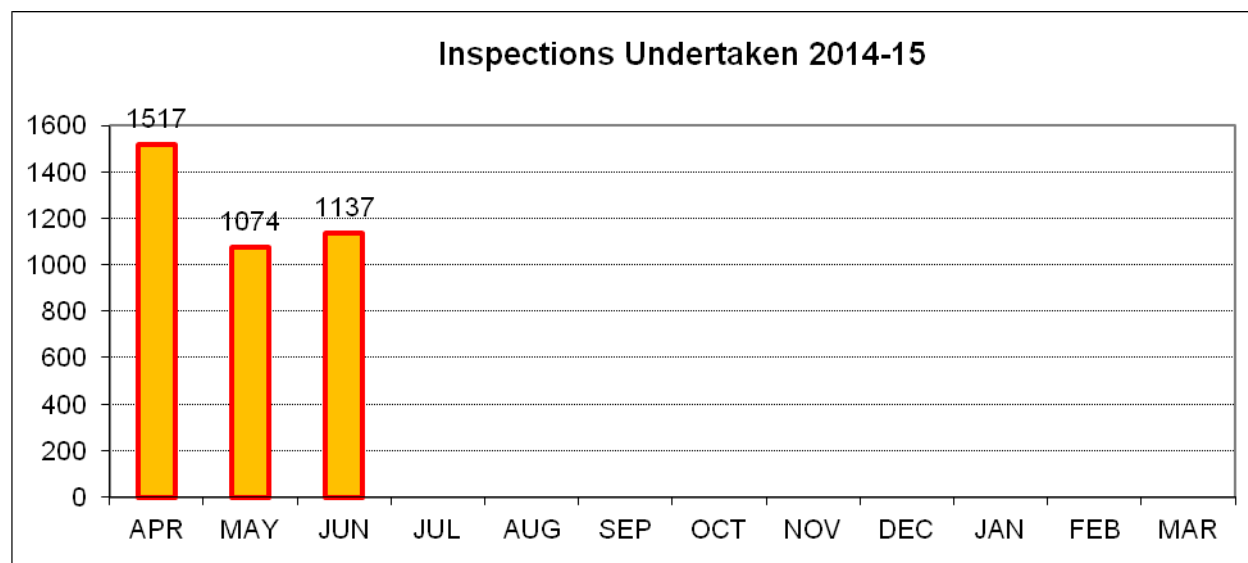
The target pass rate is 90%. All but one of the PUs did not achieve this target in Quarter 1. However, with the exception of SGN all other PUs showed the same or an improved pass rate. The average pass rate for Quarter 1 was 87%. This is an improvement of 2% since Quarter 4 of 2013/14.

Graph 3.15A



The reason for the decrease in the number of inspections compared to Quarter 1 last year is due to two Inspectors resigning and the total number of Inspectors dropping from six to four in Quarter 1.

Graph 3.15B



In Quarter 1 3,728 inspections were carried out. The target of 20,000 inspections for the year will not currently be met. Based on the number of inspections above a revised target is estimated to be 14,912. The reason for the decrease in the number of inspections from January is due to two Inspectors resigning and the total number of Inspectors dropping to four in Quarter 1.

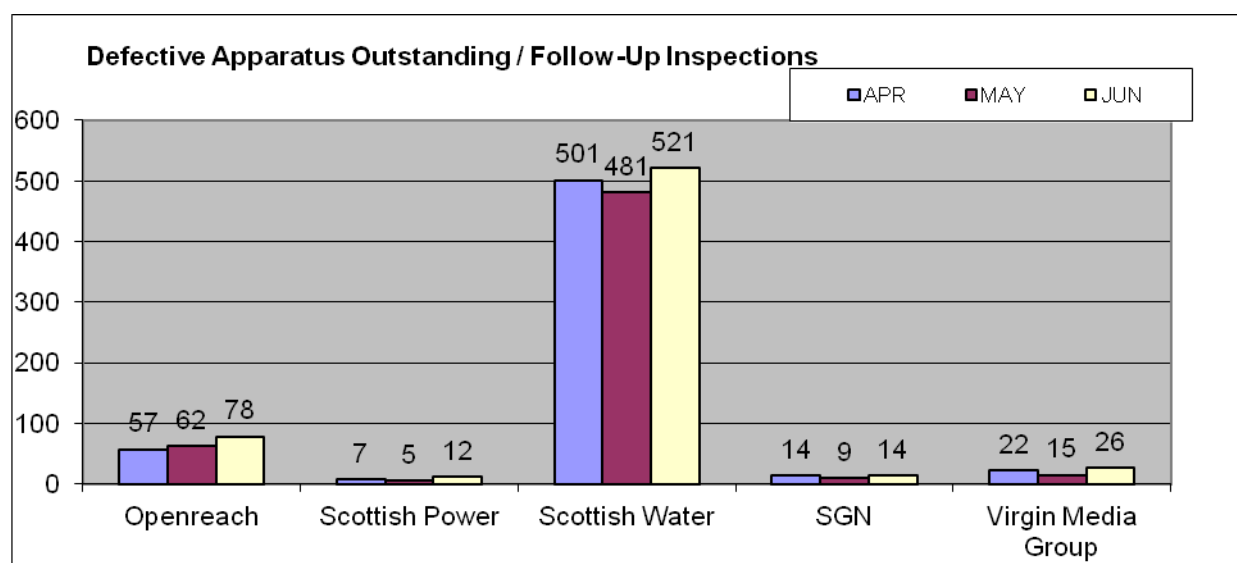
Table 3.16

The total numbers of outstanding Defective Apparatus for Quarter 4 of 2013/2014 and Quarter 1 of 2014/2015 are shown below.

Utility	Q4 (2013/14)	Q1 (2014/15)
SGN	8	14
Scottish Water	470	521
BT Openreach	51	78
Scottish Power	5	12
Virgin Media	19	26
Totals	553	651

Total end Quarter 1 2013/14	651	17.7% increase
Total at end 2013/14	553	

Graph 3.18



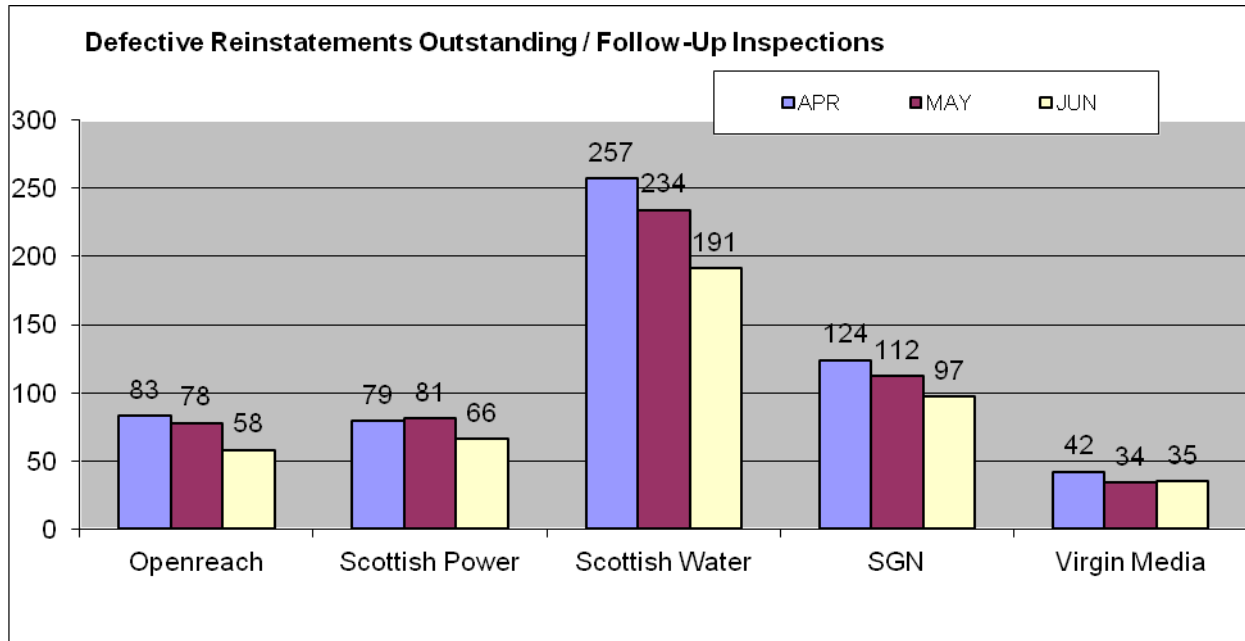
The number of outstanding defects for Scottish Water (521) is a long standing issue. This has been raised as a specific problem and an Improvement Plan **was requested on 18 June 2013** to address this. All PUs, showed an increase in the last month of Q1 in their numbers of defective apparatus.

Table 3.19

The total number of outstanding Defective Reinstatements for each quarter for each PU is shown below:

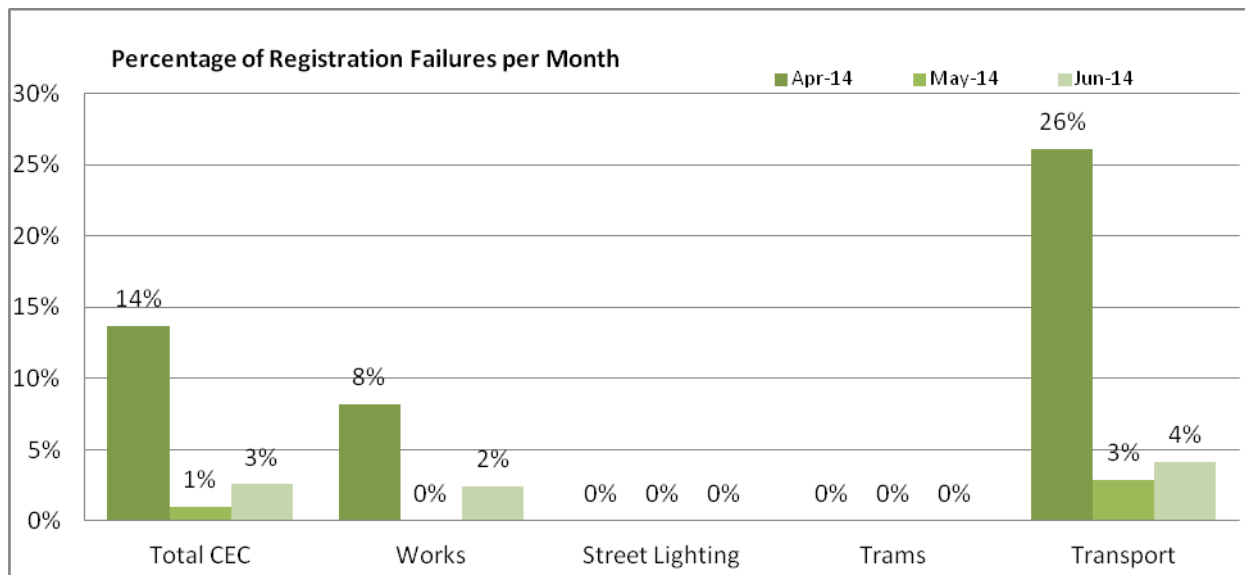
Utility	Q4 (2013/2014)	Q1 (2014/2015)	Reduction
SGN	124	97	27 (21.8%)
Scottish Water	291	191	100 (34.4%)
BT Openreach	94	58	36 (38.3%)
Scottish Power	87	66	21 (24.1%)
Virgin Media	41	35	6 (14.6%)
Totals	637	447	Average 26.6%

Graph 3.19



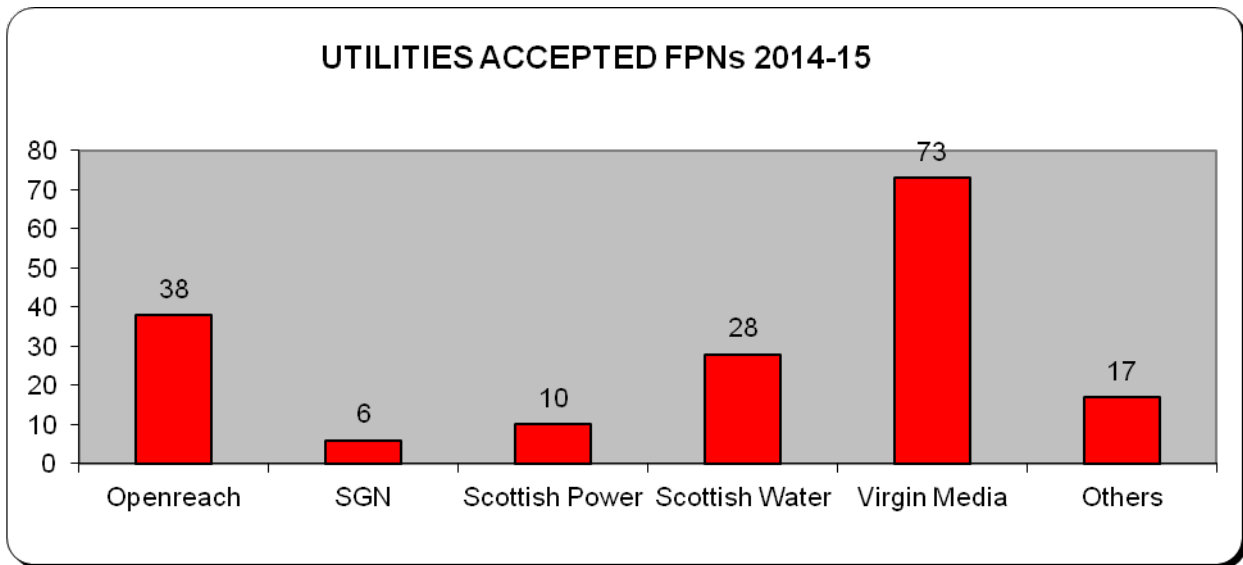
The number of outstanding or defective reinstatements has shown an improvement with the exception of Virgin Media. Every other PU has shown an improvement in the number of failed reinstatements over the last month of Quarter 1. There has been a positive trend in the improvement for all three months for Openreach, Scottish Water and SGN.

Graph 3.23



In Quarter 1 the average fail rate was 6%. At the end of June 2014 the monthly registration failure rate was 3%. The monthly and annual target is 9%. The 14% fail rate in April is attributed to issues with the registering of work on public holidays.

Graph 3.24



The failure rate by Scottish Water was the highest in Q1. This was due to their notices not being closed on time and/or no notice being received. These recurring issues will be raised at the next Liaison meeting. Improvement will be expected at the next quarterly monitoring.

Transport and Environment

10am, Tuesday, 28 October 2014

Services for Communities Financial Monitoring: Period 5 2014/15

Item number	7.9
Report number	
Executive/routine	
Wards	All

Executive summary

Services for Communities (SfC) is forecasting the following outturn positions against its approved 2014/15 revenue and capital budgets:

- General fund revenue budget – managing significant pressures.
- Housing revenue account (HRA) – balanced.
- General fund capital budget – accelerated.
- HRA capital budget – balanced.

SfC's general fund revenue budget presents significant challenges and risks in services such as the new Shared Repairs Service, Winter Weather, Waste, internal improvement plan savings and Welfare Reform changes.

The SfC Capital Investment Programme is operating in an equally challenging environment.

Links

Coalition pledges	P30
Council outcomes	CO25
Single Outcome Agreement	SO4

Services for Communities Financial Monitoring: Period 5 2014/15

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes SfC's financial position and actions underway to manage pressures.

Background

- 2.1 At its meeting of 26 August 2014, Transport and Environment Committee considered a report on SfC's financial position at month 2 and the actions underway to address pressures.
- 2.2 This report provides an update on this position based on financial performance over the first five months of the financial year.

Main report

General Fund Revenue Budget

- 3.1 At month 5, SfC is managing pressures of over £11m, which equates to almost 10% of its net budget of £115m. A range of measures have been put in place to manage these pressures, but the service's capacity to fund further pressures is limited.
- 3.2 SfC provides a diverse range of services and budget management presents significant complexity, challenges and risks.
- 3.3 Material risks and pressures this year continue to include:
 - Shared Repairs Service and development of an Enforcement Service.
 - Achievement of imProve it and iPFM savings.
 - Achievement of property rationalisation, procurement and fleet savings.
 - Landfill reduction – the landfill budget assumes a 9,000 tonne reduction between 2013/14 and 2014/15.

- 3.4 At Period 2, pressures were also reported related to the team monitoring tram operations and the budget for gritting and snow clearing. These pressures have now been addressed by realigning budgets across SfC which have historically been underspent.

Savings Implementation Plans

- 3.5 The SfC budget for 2013/14 includes £13.4 m of savings to be delivered. Currently the Department is on track to deliver £8.1m. The most significant shortfall relates to the iPFM internal improvement programme.

Contingency Planning

- 3.6 In view of the pressures, risks and savings shortfalls noted above, SfC has introduced measures to reduce expenditure. Achieving these measures will be challenging as they include reducing overtime by one third, reducing training budgets, non-filling of vacancies and savings from VERA.
- 3.7 These measures are just sufficient to balance SfC's current pressures. However, given the scale and nature of the risks and pressures faced, maintaining a balanced position will be extremely difficult without reductions in service provision.

Housing Revenue Account

- 3.8 The HRA is the Council's ring fenced account for the management of 20,000 Council homes. The gross expenditure budget in 2014/15 is £104m.
- 3.9 The HRA is forecasting a break even position. However welfare reform and changes in the funding of temporary accommodation continue to present very significant challenges.

Capital Budget

- 3.10 The SfC General Fund (GF) capital programme is forecast to accelerate by £1.3m with a revised budget of £93.0m at Period 5. The Period 5 actual position shows 35% (£33.3m) of the forecast outturn delivered to date.
- 3.11 A detailed midyear review of the programme will be carried out at Period 6 to capture and address any potential issues that could impact on the programme's ability to deliver on forecast expenditure levels. It should be noted that acceleration is contained within existing budget allocations.
- 3.12 There are a number of pressures and risks being managed within SfC's GF capital programme, with particular emphasis on unfunded capital priorities. As part of the midyear review, services are being asked to consider prioritising existing budget allocations to mitigate some of these pressures. Alternative funding solutions are being considered and other opportunities to generate headroom within the capital programme are also being explored.
- 3.13 Managing unfunded priorities within existing resource allocations will be a very demanding task. However, if all opportunity can be maximised, it is hoped that the majority of these can be contained.

- 3.14 The HRA capital programme is forecasting a balanced outturn on a budget of £47.1m at Period 5. The Period 5 actual position shows 26% (£12m) of the forecast outturn delivered to date.
- 3.15 A detailed midyear review will also be undertaken for HRA to make sure that programme is brought in as close to budget as possible. Measures such as acceleration and project substitution will be used to maximise delivery on resource allocations.

Measures of success

- 4.1 General fund revenue expenditure for 2013/14 is within budgeted levels.
- 4.2 A balanced HRA budget.
- 4.3 Successful delivery of the SfC's capital investment programme within budget levels.

Financial impact

- 5.1 There are no direct financial implications arising from this report.

Risk, policy, compliance and governance impact

- 6.1 There are no direct risk, policy, compliance or governance implications arising from this report.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

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

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P30 – Continue to maintain a sound financial position including long term financial planning
Council outcomes	CO25 – The Council has efficient and effective services that deliver on objectives
Single Outcome Agreement	SO4 – Edinburgh's communities are safer and have improved physical and social fabric
Appendices	

Transport and Environment Committee

10am, Tuesday, 28 October 2014

Landfill and Recycling

Item number	7.10
Report number	
Executive/routine	
Wards	All

Executive summary

This report updates the Committee on performance in reducing the amount of waste being sent to landfill and increasing recycling.

The positive trend in performance is continuing, with the amount of waste sent to landfill in the period April to August 2014 reducing by 3.1% compared to the same period in 2013.

Taking into account seasonal factors, it is anticipated that 124,956 tonnes of waste will be sent to landfill in 2014/15, 7,608 tonnes or 5.7% less than in 2013/14. Further, it is anticipated the year end recycling figure will be 40.4%, a 1.1% increase on that achieved in 2013/14. This figure is expected to be revised upwards as the impact of the new kerbside recycling service is incorporated. In a full year the recycling rate is anticipated to increase to 46%.

This report also includes an update on complaint numbers. In the first 5 months of financial year 2014/15 (April to August), there have been on average 624 complaints per week. This is 12% more than for the same period in 2013/14. With around 460,000 collections per week, this equates to a complaint occurring in 0.14% of collections between April and August.

Links

Coalition pledges	P44, P49, P50
Council outcomes	CO17, CO18, CO19
Single Outcome Agreement	SO4

Landfill and Recycling

Recommendations

- 1.1 It is recommended that Committee notes the contents of the report.

Background

- 2.1 At the meeting of the Transport and Environment Committee on 15 January 2013, members requested regular updates on performance in reducing the amount of waste sent to landfill and increasing recycling.

Landfilled Waste and Recycling

- 2.2 Capital coalition Pledge 49 outlines the commitment towards increasing recycling levels across the city and reducing the proportion of waste going to landfill. This includes targets to reduce annual landfill tonnage to 118,000 tonnes (from 132,564 tonnes in 2013/14), and to increase the percentage of waste that is recycled to 50%.
- 2.3 Significant progress in implementing the changes required to deliver both service improvements and landfill savings have been made. This includes the implementation of managed weekly collections in September 2012 and the kerbside recycling redesign which commenced roll-out in September 2014.

Complaints

- 2.4 At the meeting on 27 August 2013, members requested that the performance reports also include updates on complaints made about waste services.
- 2.5 There are 236,000 properties in Edinburgh which receive multiple refuse and recycling collections. On average there are approximately 90,000 collections a day and 460,000 collections a week. Current complaint targets are based on the the number of collections carried out, but are not adjusted for seasonal variation.

Main report

Landfill Waste

- 3.1 Landfill tonnage to date (April to August 2014) is 55,517 tonnes. This is a reduction of 1,776 tonnes, or 3.1% on the same period in 2013/14 (Table 1).

3.2 The projected tonnage of landfill to the year end, taking into account seasonal fluctuations, is currently 124,956 tonnes. This would be a reduction of 5.7%, or 7,608 tonnes on the year 2013/14.

	YTD Apr-Aug 2014	YTD Apr-Aug 2013	Difference		14/15 Target	14/15 Year End Forecast	13/14 Year End Actual	Forecast difference to 13/14	
			Tonnes	%				Tonnes	%
Landfill	55,517	57,293	-1,776	-3.1%	118,000	124,956	132,564	-7,608	-5.7%

Table 1: Landfill Tonnages – actual YTD and anticipated 14/15 & 13/14

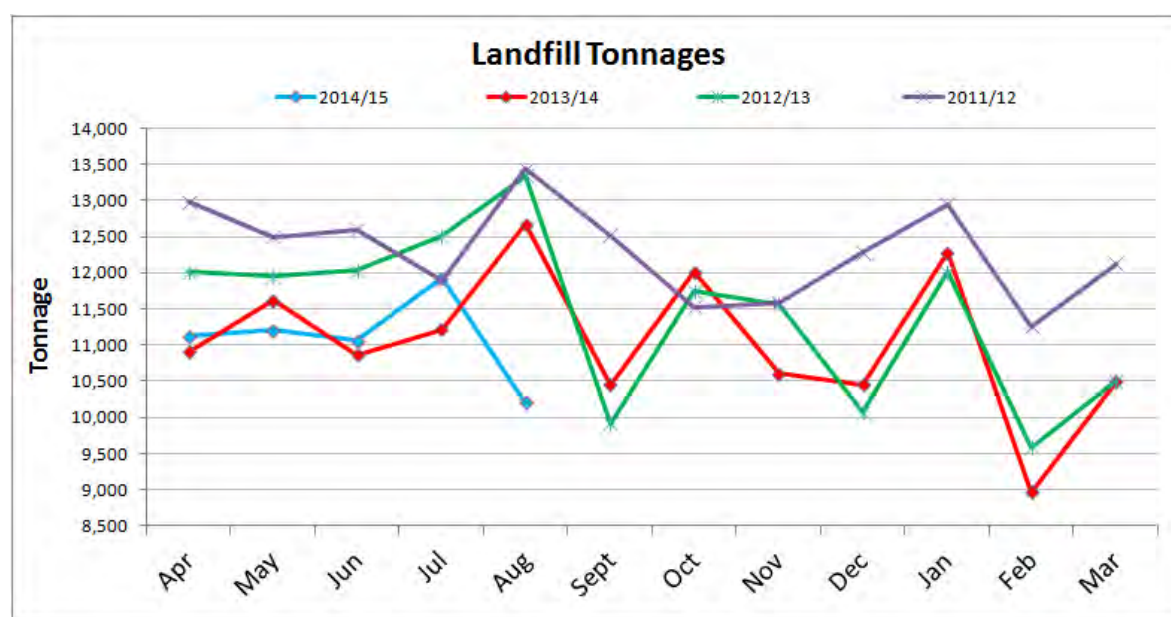


Chart 1: Landfill tonnages 11/12 - 14/15

3.3 The trend in monthly landfill tonnages compared to 2013/14 is detailed in Table 2 below:

Year	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
2013/14	10,907	11,619	10,871	11,220	12,676	10,455	12,011	10,606	10,454	12,284	8,967	10,494
2014/15	11,119	11,206	11,061	11,928	10,202							
% difference	1.9%	-3.6%	1.8%	6.3%	-19.5%							

Table 2: Landfill comparison per month

3.4 The total tonnage of waste has been falling in recent years. The amount of total waste (waste arisings) collected in 2013/14 was 1.2% less than 2012/13. However, despite a decrease in arisings in August 2014, waste arisings overall, between April and August 2014, are above that experienced in the same period in 2013/14 by 2.6% (Chart 2). It was anticipated that a continuation of the decreasing trend would occur, and waste arisings are therefore being monitored closely.

3.5 Included in the waste arisings for 2014/15 is material processed as refuse derived fuel (RDF). From August 2014, it is anticipated that 90% of the non-recyclable waste, deposited at Community Recycling Centres (CRC), will now be processed as RDF. It should be noted that, whilst the process does divert waste away from landfill, RDF does not contribute towards recycling tonnages. Further details on CRC waste can be found in section 3.12.

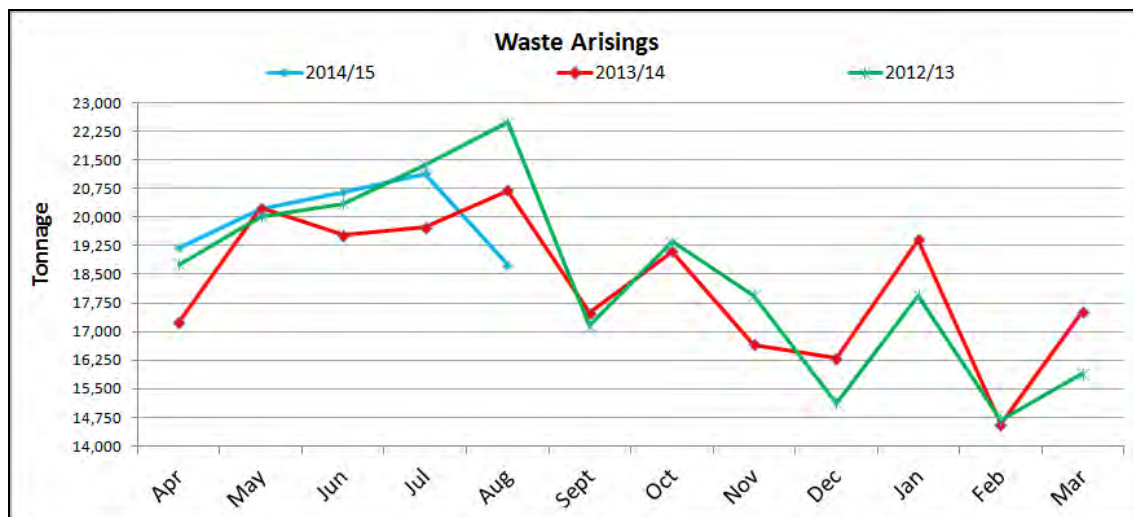


Chart 2: Total Waste Tonnages 2012/13 – 2014/15

Recycling

3.6 The percentage of waste recycled (including street sweepings) between April and August 2014 was 42.5% compared to 41.1% for the same period in 2013/14 (Table 3 and Chart 3). Based on these figures, and taking into account seasonality factors, it is currently anticipated that the end of year recycling rate for 2014/15 will be 40.4%, a 1.1% increase over the 39.3% achieved in 2013/14.

	YTD 2014 (Apr-Aug)		YTD 2013 (Apr-Aug)		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	42,502	42.5%	40,142	41.1%	2,360	1.4%

Table 3: Percentage of waste recycled 2013/14 & 2014/15

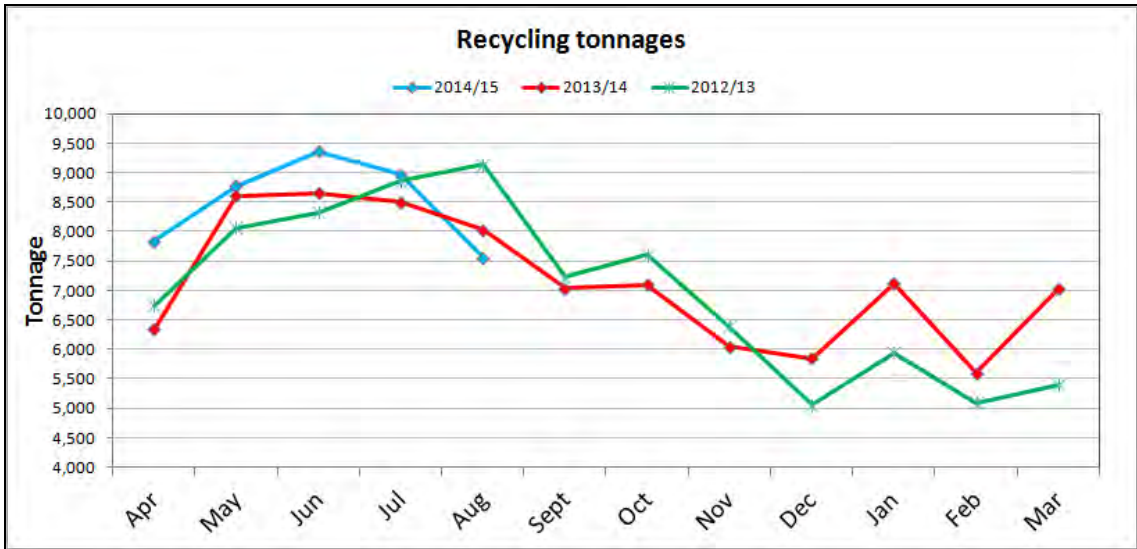


Chart 3: Recycling Tonnages 12/13, 13/14 & 14/15

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

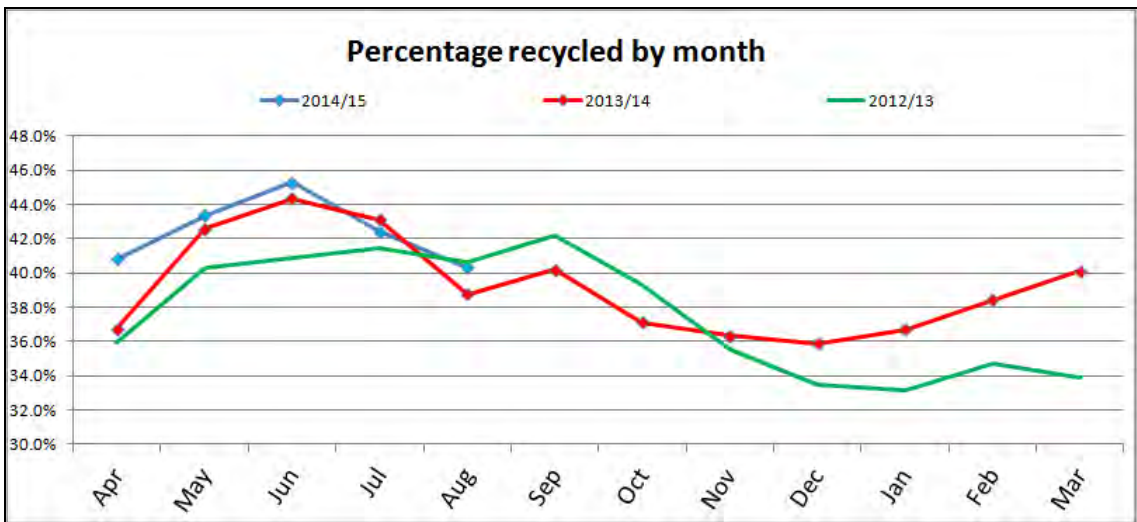


Chart 4: Percentage Recycled by month 12/13, 13/14 & 14/15

3.8 Table 4 provides further details on the recycling tonnage collected for the period April- August, broken down by recycling collection scheme.

Scheme	Apr- Aug 2014/15	Apr - Aug 2013/14	YTD Difference	% difference
Kerbside Blue/Red Boxes	5957	6032	-75	-1.2%
Garden Waste	14613	12239	2374	19.4%
Food Waste	2274	2080	194	9.3%
Recycling Banks (textiles, books, glass & paper banks)	2777	2972	-194	-6.5%
Packaging Banks	1527	1357	171	12.6%
Communal Paper bins	745	786	-41	-5.2%
Trade	1633	1913	-280	-14.6%
CRC	9520	9105	415	4.6%
Special Uplifts	1792	1454	337	23.2%
Other	203	240	-36	-15.2%
Street Sweepings	1460	1965	-505	-25.7%
Total Recycling	42502	40143	2359	5.9%

Table 4: Year to date (April - August) recycling by collection scheme 2014/15 & 2013/14

- 3.9 Year to date, food waste has shown a 9.3% increase in tonnage collected. Food waste has been the subject of a specific campaign in early 2014 focused on increasing the use of the service, with particular emphasis placed on overcoming perceptions relating to cleanliness, convenience and the need to divert even small amounts of food waste.
- 3.10 A large increase has been recorded against kerbside collected garden waste compared to 2013. The tonnage of garden waste collected is 19.4% greater than for the same period last year (April to August).
- 3.11 On street packaging recycling has also shown an increase in use, with tonnage increasing by 12.6%.
- 3.12 Community recycling centres (CRC) have experienced a 4.6% increase in recycled tonnage to date. A new contract to extract recyclable materials deposited in residual waste skips at CRC sites was expected to increase the recycling tonnage by some 2750 tonnes this financial year. However, the amount of recyclate in this waste stream is not as high as anticipated. It is currently forecast that 1200 tonnes will be recycled via this contract that would, in previous years, have been sent to landfill. Whilst this material cannot be recycled, the contractor is, from August 2014, able to process 90% of the resulting residual waste as refuse derived fuel (RDF).

- 3.13 Following approval of the outline business case by this Committee on 27 August 2013, roll-out of a new kerbside bin and box recycling service, a replacement to the red and blue box scheme for kerbside individual bin domestic customers, commenced in September 2014. The project, being undertaken in five phases, is programmed to be completed by September 2015. The new kerbside recycling bin and box service collects a wider range of materials and provides increased recycling capacity. It is anticipated that, once fully rolled out, the new service will increase the overall citywide recycling rate to in excess of 46%. This figure, which is based on anticipated yields prior to the service commencing, will be subject to continuous review now the service has commenced.
- 3.14 This Committee also requested that further work be undertaken to identify the most effective and affordable option for enhancing and expanding communal recycling provision in the high density and tenemental housing areas of the city. Waste Services will be piloting different approaches to communal recycling commencing towards the end of the financial year 2014/15. A report to Committee on 18 March 2014, [Enhancing Communal Recycling Services](#), identified two pilots to be taken forward;
- a. Pilot 1 – change and simplify the materials which can be placed in a communal recycling bin (combining paper and ‘packaging’ [plastic bottles, cardboard, cans]) and provide glass recycling bins.
 - b. Pilot 2 – in areas where side loading 3200 litre residual/landfill bins are used, change the mix of materials as in Pilot 1 above and also increase recycling capacity and reduce landfill capacity.

Complaints

- 3.15 Weekly complaint numbers since 2012 are shown in Chart 5. The peak in complaints in September 2012 was associated with the implementation of new refuse collection routes. Overall, there has been a downward trend in complaint numbers since that time, though the Service has experienced an increase in complaints in August 2014, mainly due to missed kerbside collections of residual and food waste. To improve route efficiencies in refuse collection, new larger routes were rolled out across both these services in the week commencing 11th August. The food waste service is suffering from disruption due to a number of factors which include shift changes for the crews and route familiarity issues. The Service is assessing each route on a daily basis to ensure that critical, route specific issues which are causing disruption, are identified and addressed.

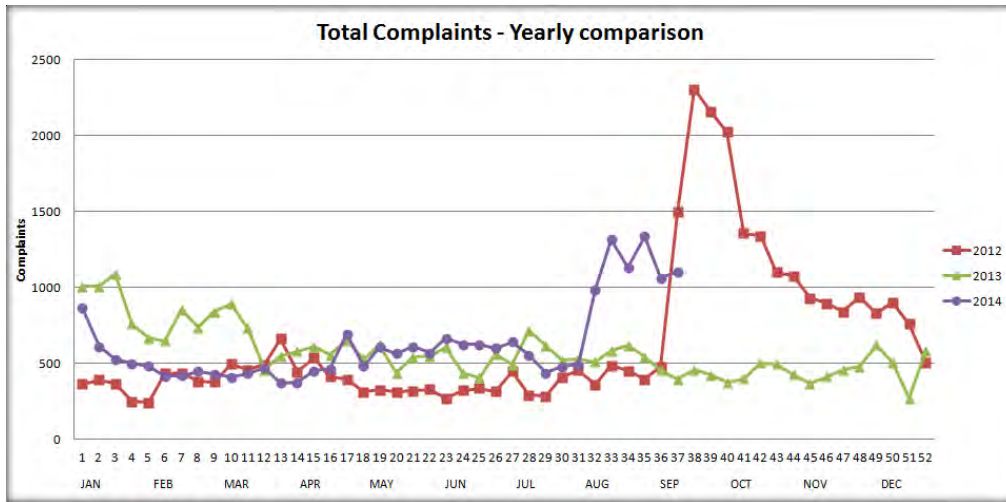


Chart 5: Total complaints per week 2012 – 2014

- 3.16 On average between April and August 2014, there were 624 complaints a week, 12% more than for the same period last year. With approximately 460,000 collections a week, this translates to 0.14% of collections resulting in a customer complaint.
- 3.17 It is acknowledged that there is never an acceptable level of complaints and Waste Services continues to work hard to reduce complaint numbers. A breakdown of missed collection complaints for the period April – August 2014 is detailed in Chart 6. As well as dealing with complaints at an individual level, particular focus is now placed on householders who have had cause for a repeat complaint and those customers who receive assisted collections.

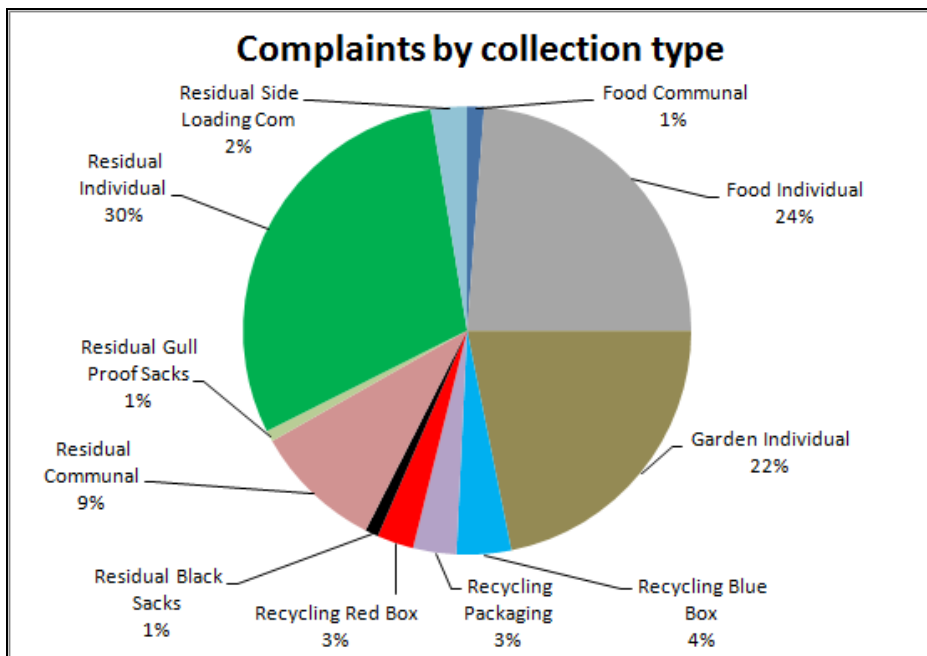


Chart 6: Missed collection complaints – April- August 2014 by collection type

- 3.18 All enquiries, service requests and information requests are now being logged and progressed through the Confirm On Demand Environmental system, with assets also now being maintained using Confirm. Phase II of Confirm (Confirm connect mobile) is now fully rolled out and crews are using mobile devices to

carry out routine and adhoc work and provide real time information on collection route completion.

Measures of success

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

Financial impact

- 5.1 None. Landfill and recycling tonnages are in line with budget projections.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 The Council is meeting its public sector duty to advance equal opportunity for residents to recycle by using a range of communications methods. Written information is available through leaflets and electronic media. Road shows and door knocking visits provide face to face contact with residents and visits from recycling advisers are available on request. All material can be translated on request. Consultation was carried out via demographically representative focus groups and via on line and written questionnaires to ensure that a full and representative range of views were obtained. Assistance with the presentation of recycling and waste containers is available for those who require it to ensure everyone has access to these services. The above has ensured that information is available for all within the equality and rights framework.

Sustainability impact

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

Consultation and engagement

- 9.1 Engagement and communications work is ongoing for the new kerbside recycling service. As part of the roll-out of the new recycling service, a series of briefings were held with key stakeholders and customer facing staff to help support people through the change. A communications campaign is being progressed that includes leaflets and information packs being sent to residents with instructions on how the service will work and a new calendar for phase two. Events are also being held across the city throughout the Autumn, which join with existing community events wherever possible. This is being supported by additional signage, targeted media work and social media activity.
- 9.2 On routes in the first phase of the roll-out, recycling advisors are currently working along side crews on both the recycling and residual routes. This helps to deal with any immediate issues householders may have and to accurately identify householders who would benefit from further guidance in utilising the new recycling service fully. The recycling advisors are also visiting properties to give further information on how the new service works and how to reduce waste.
- 9.3 For areas of high density, such as flats and tenements with shared bins, a communications and engagement strategy is being developed for the pilot projects that will be running in the last quarter of the financial year. This will include monitoring and evaluation to ensure residents feedback is captured as to any changes that may be implemented in future.

Background reading/external references

[Enhancing Communal Recycling Services](#)

John Bury

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Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti CO18 – Green – We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	N/A

Transport and Environment Committee

10.00 am, Tuesday, 28 October 2014

Formation of a Future Transport Working Group to consider transport requirements in and around the Tram Network

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

The Edinburgh tram project was completed in May 2014 and passenger service commenced on 31 May 2014. The service running from Edinburgh Airport to York Place connects with Railway Stations at Edinburgh Park, Haymarket and Waverley as well as Edinburgh Bus station and integrates with existing bus services.

There is a requirement for a working group to consider the effectiveness of the bus and tram operations and consider how these modes connect and interface with walking and cycling, as well as other road users. Relevant output from the group would be reported to the Transport and Environment Committee as required.

The working group will comprise elected members and Transport officers and it is intended that it will meet every six weeks

Links

Coalition pledges	P18 , P19 , P45 , P46 , P50
Council outcomes	CO7 , CO8 , CO22
Single Outcome Agreement	SO1

Formation of a Future Transport Working Group to consider transport requirements in and around the Tram Network

Recommendations

- 1.1 To approve the formation, remit and membership of a Future Transport Working Group.

Background

- 2.1 The Edinburgh Tram has been in operational service since 31 May 2013. The transport network within the city has coped satisfactorily with the addition of the tram line and patronage on tram has been encouraging to date. Similarly, Transport for Edinburgh reports strong bus patronage, suggesting an increase in use of public transport in the city, which promotes the outcomes set out in the Local Transport Strategy.
- 2.2 There is an ongoing requirement to consider the effectiveness of bus and tram integration, the potential for future development as well as the wider implications for walking, cycling and for other road users. Enhancements to improve the interplay between the various transport modes should also be considered. The relationship of transportation with the public realm is also a key component in the development of the city.

Main Report

- 3.1 Patronage on the newly opened tram network has been encouraging and is in line with the business model for the tram network.
- 3.2 The current tram line provides interchange opportunities at Edinburgh Airport, Edinburgh Park Railway Station, Haymarket Railway Station, Waverley Station and Edinburgh Bus Station. There are also connections with a variety of bus routes and enhanced cycle path facilities adjacent to the tram line. The route accommodates 15 tram stops, each located at key centres of residential or commercial activity.

- 3.3 The effect of other road and pedestrian traffic interfaces with tram operations within the city centre was extensively modelled during the design phase. It was refined through the commissioning phase and subsequently into passenger operations. The focus of this work has been to optimise the transport system such that pedestrians, cyclists, trams, buses and other road traffic and pedestrians can continue to move around the city centre, relatively unaffected by the inclusion of the new tram service.
- 3.4 An early review of traffic in the West End and recommendations for improvements was reported to this Committee in August 2014.
- 3.5 The Council has received a number of proposals for changes or perceived enhancements to the transport system in the light of the introduction of the new tram line from a variety of sources, however these cannot be considered in isolation. It is necessary to take stock, allow a period of bedding in and undertake monitoring using measurable data to enable informed decisions to be made, following the introduction of this additional but complimentary mode of transport, in the city centre.
- 3.6 It is therefore proposed to create a working group, comprising elected members and officers whose remit will be:
- To consider operational arrangements relating to the integration of tram and bus, together with interfaces with Air/Rail/Active travel, and to consider opportunities to enhance integration along the route of the tram.
 - To consider air quality issues, both along the route of the tram and elsewhere in the city centre, where general traffic has been displaced.
 - To consider future investment in public transport both in relation to vehicles and infrastructure, given the integration opportunities presented by Transport for Edinburgh, and consider options for improvements to the road and active travel network in the city centre adjacent to the route of the tram.
- 3.7 Relevant output from the group would be reported to the Transport and Environment Committee as required.
- 3.8 It is proposed that the Group will be chaired by the Transport and Environment Convener, and comprise group spokespersons for Transport and Environment, the Head of Transport and representatives from the Council's Transport Policy, Tram and representatives of the appropriate Neighbourhood Teams. Representatives from other services and organisations such as Transport for Edinburgh will be invited to attend as appropriate. In the initial stages the group will meet every six weeks.

Measures of Success

- 4.1 The continued successful patronage of the tram network and bus services in the city centre, together with reductions in traffic congestion and improvements to the surrounding environment.

Financial impact

- 5.1 There is no financial impact in the formation of the working group itself, however there may be targeted investment recommendations for transport infrastructure, as well as the public realm proposals, arising from the group's work. Any such financial implication would need to be reported to and considered by the Transport and Environment Committee and the appropriate budget allocation identified.

Risk, policy, compliance and governance impact

- 6.1 The Group would have no delegated authority to commit the Council to any specific policies or financial commitment. It would give consideration to the effectiveness of existing arrangements and proposals for enhancements or changes, which would improve transport access and services particularly along the tram line.

Equalities impact

- 7.1 The work of the group would be in alignment with the equalities aspirations and requirements set out in the Local Transport Strategy 2014-2019. There are no equalities or human rights impacts anticipated.

Sustainability impact

- 8.1 The impacts of this proposed working group will need to be considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. This aligns with the requirements of the Local Transport Strategy 2014-2019 (LTS). The work of the group will be required to be cognisant of the requirement to reduce carbon emissions and the need to travel and in doing so, achieve a shift to more sustainable modes of transport that will bring reduced carbon dioxide and nitrogen oxide emissions.

- 8.2 Working in alignment with the LTS will help achieve a sustainable Edinburgh, as the Strategy's actions include improving the extent of the public transport offering in Edinburgh, thus enhancing social inclusion and equality of opportunity. It also aims to improve facilities for cyclists and pedestrians, thus promoting personal wellbeing.

Consultation and engagement

- 9.1 The outcomes of the group's work will form the basis of further reports to the Transport and Environment Committee, which will be consulted on as required.

Background reading/external references

Local Transport Strategy 2014-2019

http://www.edinburgh.gov.uk/info/20221/roads_and_transport/341/transport_policy

John Bury

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Links

Coalition pledges	<p>P18 – Complete the Tram in accordance with current plans.</p> <p>P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>P45 – Spend five per cent of the transport budget on provision for cyclists.</p> <p>P46 – Consult with a view to extending current 20mph zones.</p> <p>P50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.</p>
Council outcomes	<p>CO7 – Edinburgh draws new investment in developing regeneration</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all.</p>
Appendices	<p>None</p>

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Response to Consultation on Draft Scottish Government Good Practice Guide on 20mph Speed Limits

Item number	7.12
Report number	
Executive/routine	
Wards	All

Executive summary

This report sets out a response to Transport Scotland on a draft Good Practice Guide on 20mph Speed Limits and asks for endorsement by the Committee. To meet consultation deadlines the response was submitted in draft on 12 September 2014. Key changes sought are:

- Greater clarity on the relationship between speed reduction and casualty reduction;
- The Guide clearly allowing substitution of signs and 20mph 'roundels' for traffic calming features;
- Fuller and more positive reporting of the results of the South Edinburgh 20mph pilot;
- More flexibility in relation to existing speeds on streets where a 20mph limit may be introduced; and
- More explicit flexibility to allow a hybrid 20mph zone/limit as introduced in south Edinburgh.

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

Response to Consultation on Draft Scottish Government Good Practice Guide on 20mph Speed Limits

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the response to the draft Scottish Government Good Practice Guide on 20mph Speed Limits; and
 - 1.1.2 delegates further negotiation on the matter to the Convener, Head of Transport, or their nominated representatives.

Background

- 2.1 The proposed Scottish Government Good Practice Guide on 20mph Speed Limits is needed to update advice on this subject in line with the positive stance on such limits in Scotland's Road Safety Framework (SRSF) and the recently refreshed Cycling Action Plan for Scotland (CAPS).

Main report

- 3.1 The draft Good Practice Guide is broadly supportive of introducing 20mph speed limits on a range of urban streets. However a number of changes would be helpful to this and other Councils wishing to introduce such limits. Comments and suggested changes are summarised below. They are set out in more detail in Appendices 1 and 2.

Summary of comments on and suggested changes to the draft document

- 3.3 The current draft underplays the relationship between speed and casualties. In particular, the document could highlight more clearly the results of research papers, to which it refers, on the speed/casualty relationship.
- 3.3 The document does not clearly indicate that signs and 20mph roundels may be substituted for road humps and other traffic calming measures within a 20mph zone. It is important that this is made clearer.

- 3.4 The draft summarises the results of the South Edinburgh 20mph pilot project. However, in doing so it underplays the results and does not report some key positive findings, notably benefits perceived by residents of the pilot area.
- 3.5 Most significantly, the guidance is prescriptive in its approach to streets on which a 20mph limit (ie predominantly signs only) should be considered – suggesting that 20mph limits should not be considered where current average speeds (ie with a 30mph limit) exceed 24mph. However, evidence from the South Edinburgh pilot, and elsewhere, is that mean speeds fall more on streets with higher ‘before’ speeds (often significantly exceeding the 24mph threshold).
- 3.6 In South Edinburgh, 12 streets had an average speed of over 24mph before the 20mph limit was introduced. This reduced to four streets with the new limit in force. With this in mind, it is suggested that the document give Councils scope to bring in 20mph limits on streets with current average speeds exceeding 24mph. It could also highlight that additional measures may be necessary on some streets, particularly when a 20mph limit has failed to bring average speeds below 24mph.
- 3.7 The Guide replicates a distinction between two different types of 20mph speed restriction; this is in accordance with the UK ‘Traffic Signs Regulations and General Directions’ which sets out the regulatory framework. As such it would be difficult for the guidance to ignore the distinction. However, the South Edinburgh pilot project used a pragmatic ‘hybrid’ approach which appears to be working. With this in mind it is suggested that this type of hybrid approach is explicitly mentioned in the Guide and also explicitly permitted/encouraged.
- 3.8 The Appendices also contain some comments and suggestions relating to the length and structure of the Guide.

20mph as the default urban speed limit

- 3.9 Edinburgh along with a number of other local authorities is moving towards a street network where a high percentage of urban streets will have a 20mph speed limit. In this context, at a city level, it would make sense for 20mph to replace 30mph as the default speed limit on streetlit roads. This would significantly reduce signing requirements (and hence installation costs and street clutter implications) for 20mph limits.
- 3.10 The national trend towards 20mph as a normal urban speed limit, with 30mph reserved for suburban main roads, means that a move to 20mph as the national default urban speed limit is worthy of serious consideration.
- 3.11 Prior to any such change, it is suggested that consideration be given to amending the good practice guide to encourage an approach to using 20mph speed limits with minimal repeater signs, with a parallel change in approach on 30mph roads whereby repeater signs can be used (at present they are not generally permitted).

Measures of success

- 4.1 If the draft Guide is revised as recommended in this report, it will be of greater help to this Council, and other Scottish local authorities, in introducing 20mph speed restrictions efficiently and effectively.

Financial impact

- 5.1 If the draft Guide is revised as recommended in this report, it should simplify the introduction of 20mph speed limits and therefore reduce costs.

Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any negative health and safety, governance, compliance or regulatory implications, arising from the proposals set out in the report.

Equalities impact

- 7.1 The response to this consultation has no direct impact on equalities or rights. An equalities and Rights Impact Assessment was carried out on the roll out of the 20mph speed limit and reported to this Committee at its meeting on 3 June 2014.

Sustainability impact

- 8.1 See text under Equalities impact.

Consultation and engagement

- 9.1 The Council has been consulted as part of a limited consultation, undertaken by the Transport Scotland. No further consultation has been carried out by the Council.

Background reading/external references

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

Transport Research Laboratory Report 421. Taylor, M. C., Lynam, D. A. and Baruya, A. (2000) *The effects of drivers' speed on the frequency of road accidents.* – see link below

<http://20splentyforus.org.uk/UsefulReports/TRLREports/trl421SpeedAccidents.pdf>

UK Department for Transport: Road Safety Web Publication No16

Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants - see link below

<http://assets.dft.gov.uk/publications/pgr-roadsafety-research-rsrr-theme5-researchreport16-pdf/rswp116.pdf>

Detailed comments on and suggested amendments to the initial draft guidance are available to view by contacting 20mph@edinburgh.gov.uk

John Bury

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Links

Coalition pledges	P46 – Consult with a view to extending current 20mph zones..
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production. CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	S04 – Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 Key Comments in more detail. 2 Short Supplementary discussion of DfT Road Safety Web Publication 16 (D C Richards) and TRL report 421

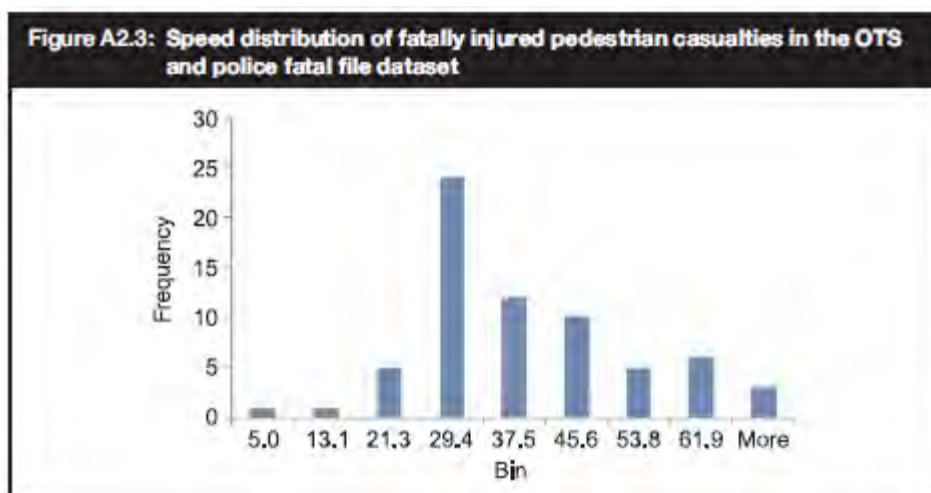
Appendix 1: Response in more detail

1. Relationship between speed and casualties

The current draft underplays the relationship between speed and casualties:

- a. The D C Richards DfT (TRL) paper quoted as reference 7 in paragraph 13 found a risk of fatal injury to a pedestrian in a collision at 20mph of 0.8%. This rose to 5.5% at 30mph and 30.3% at 40mph. (Data from Appendix 3 to the paper, which examines the most recent UK data in detail). The pedestrian risk data is most relevant in the urban context – roughly 60% of KSI casualties in Edinburgh involve pedestrians or cyclists.

We would argue that the change in risk of death as quantified in this paper, from less than 1 in 100 at 20mph to more than 1 in 20 at 30mph is very significant indeed. This point is given added importance by an examination of the raw numbers of fatalities at different speeds. (See graph below). See Appendix 2 for a short further discussion of this issue.



- b. TRL report 421 gives a breakdown of types of road on which different rates of speed reduction are likely. The figure of about 6% is given for urban roads with low average speeds; about 4% for medium speed urban roads – these numbers are the most relevant for roads on which a 20mph limit is being considered. The report concludes that “In urban areas the potential for accident reduction (per 1mile/h reduction in average speed) is greatest on those roads with low average speeds (Figure A). These are typically *busy main roads in towns with high levels of pedestrian activity, wide variations in speeds, and high accident frequencies.*”

We have suggested changes to paragraphs 13, 14 and several others which we consider help reflect the conclusions of these two key pieces of research.

- 2 Ability to substitute signs and 20mph roundels for road humps and other traffic calming measures within a 20mph Zone

The document does not clearly indicate that signs and 20mph roundels may be substituted for road humps and other traffic calming measures within a 20mph Zone. It is important that this is made clearer (as is the case in DfT "Setting Local Speed Limits" para 80).

- 3 Reporting of the South Edinburgh 20mph pilot project

The draft summarises the results of the South Edinburgh 20mph pilot project. However in doing so it underplays the results and does not report some key positive findings, notably benefits perceived by residents of the pilot area. We have proposed changes to the text box and paragraphs describing the pilot. We recognise that longer term monitoring of speed effects is desirable and hope to arrange further repeat surveys for spring next year - we would be happy for this to be referred to.

- 4 Degree of prescriptiveness of guidance on 'before' speeds

The guidance is prescriptive in its approach to streets on which a 20mph limit (ie predominantly signs only) should be considered – suggesting that 20mph limits should not be considered where current average speeds (ie with a 30mph limit) exceed 24mph. However evidence from the South Edinburgh pilot and elsewhere is that mean speeds fall more on streets with higher 'before' speeds (often significantly exceeding the 24mph threshold).

In South Edinburgh, 12 streets had an average speed of over 24mph before the 20mph limit was introduced. This reduced to four streets with the new limit in force. On these streets average speeds fell by 3.3mph and 85% speeds by 3.9mph. Both falls were larger than the average for all 28 monitored streets (which were 1.9mph and 2.9mph respectively).

With this in mind, it is suggested that the document give Councils some scope to bring in 20mph limits on streets with current average speeds exceeding 24mph. It could also highlight that additional measures may be necessary on some streets, particularly when a 20mph limit has failed to bring average speeds below 24mph. Amendments have been proposed to effect these suggestions.

5 Distinction between 20mph speed limits and 20mph speed limit zones

- a. The Guide replicates a distinction between two different types of 20mph speed restriction; this is in accordance with the UK 'Traffic Signs Regulations and General Directions' which sets out the regulatory framework. As such it appears difficult for the guidance to ignore the distinction. However the distinction is confusing and the accompanying expectation that motorists will be able to distinguish between the two types of restriction with their subtle differences in signing is perhaps unrealistic.
- b. There is also a terminology issue. Use of the word 'limit' both as a general descriptive term and to apply to one of the two means of applying 20mph speed restrictions is somewhat confusing. Perhaps the word 'restriction' could be used for the general description with the word limit reserved for one of the two specific means of applying a 20mph restriction.

6 Hybrid zones as per Edinburgh Pilot

The Edinburgh pilot used 'zone' signing but with repeaters at the pragmatic 'limit' intervals - in practice 200m was used. The flexibility shown in permitting this approach was very welcome and we consider the result is clear to road users. We have received no complaints of confusion arising from this hybrid approach. We would urge you to consider explicitly mentioning and permitting or even encouraging this hybrid approach. It significantly reduces the requirement for repeater signs/traffic calming compared with the full zone requirements, whilst avoiding the need to sign traffic calming features that would come with the limit requirements.

7 Structure and length of the guide

We feel that in some parts the structure of the guide is confusing. In particular, specific guidance on 20mph Limits, as opposed to Zones, seems to be given in two separate parts of the guide (paras 36 to 41 and then 59 to 61). This difficulty is, we believe, strongly related to the terminology issue covered in 5b above.

The Guide is rather long, particularly in its introductory sections, and we suggest might benefit from shortening. We have made some suggestions.

8 20mph as the default urban speed limit

Edinburgh along with a number of other local authorities is moving towards a street network where a high percentage of urban streets will have a 20mph speed limit. In this context, at a city level, it would make sense for 20mph to replace 30mph as the default speed limit on streetlit roads. This would significantly reduce signing requirements (and hence installation costs and street clutter implications) for 20mph limits.

The national trend towards 20mph as a normal urban speed limit, with 30mph reserved for suburban main roads, means that a move to 20mph as the national default urban speed limit is worthy of serious consideration.

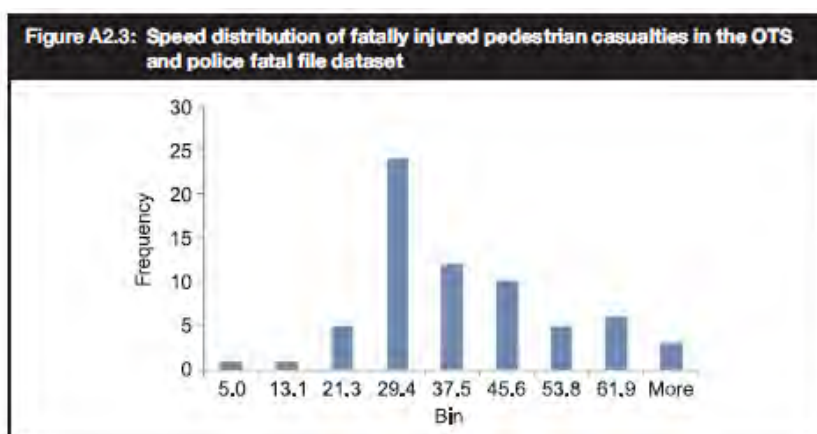
Prior to any such change, it is suggested that consideration be given to amending the good practice guide to encourage an approach to using 20mph speed limits with minimal repeater signs, with a parallel change in approach on 30mph roads whereby repeater signs can be used (at present they are not generally permitted).

Appendix 2:

Short Supplementary discussion of DfT Road Safety Web Publication 16 (D C Richards) and TRL report 421

It is revealing to look at tables and graphs showing the speed distribution of pedestrian fatalities in appendices 2 and 3 of the D.C. Richards DfT paper. These highlights the fact that despite the fact that risk of death grows very significantly above 30mph, most pedestrian fatalities occur at impact speeds around 30mph. This is not surprising given that the great bulk of pedestrian activity will be taking place in urban areas.

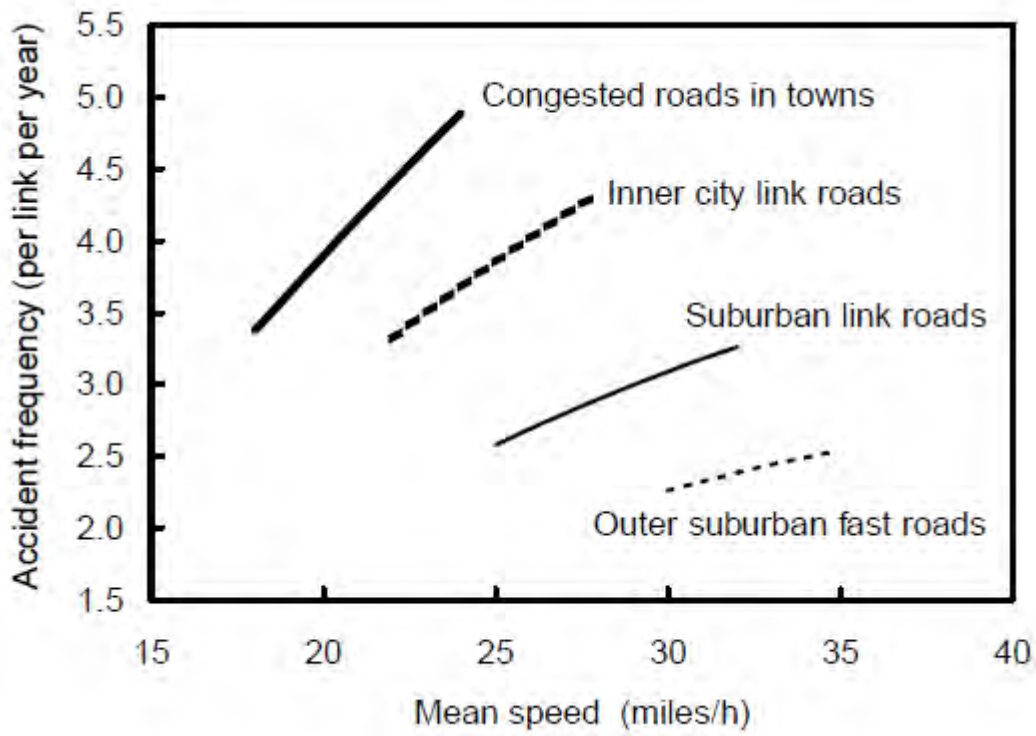
This, together with the evidence TRL 421, suggests that there are significant benefits to be gained by large scale reductions in urban speed limits to 20mph, particularly on busy roads with high numbers of pedestrians.



Both the graph above and the table below are extracted from the DfT research paper by D C Richards.

Table A3.1: Summary of pedestrian dataset from OTS and police fatal files

Age group	Injury severity	Impact speed group (mph)						Total
		0-10	11-20	21-30	31-40	41-50	50+	
0-14	Fatal	0	1	4	1	3	0	9
	Serious	5	11	5	1	0	0	22
	Slight	7	15	1	0	0	0	23
	All	12	27	10	2	3	0	54
15-59	Fatal	1	2	8	5	5	9	30
	Serious	4	13	7	9	1	0	34
	Slight	3	14	8	0	0	0	25
	All	8	29	23	14	6	9	89
60+	Fatal	1	2	16	3	3	0	25
	Serious	1	5	3	1	0	0	10
	Slight	1	2	1	0	0	0	4
	All	3	9	20	4	3	0	39
Unknown	Fatal	0	0	1	0	0	1	2
	Serious	1	2	3	1	1	0	8
	Slight	0	4	1	0	0	0	5
	All	1	6	5	1	1	1	15
Total		24	71	58	21	13	10	197



Graph extract from TRL report 421

Transport and Environment Committee

10:00am, Tuesday, 28 October 2014

Dog Fouling Prevention Initiatives in Edinburgh

Item number	7.13
Report number	
Executive/routine	Executive
Wards	All

Executive summary

This report addresses the outstanding remit from the Transport and Environment Committee of 18 March 2014 to report back on suitable dog fouling prevention initiatives which could be implemented to reduce dog fouling in Edinburgh, and provides an update on the Pride campaign.

Links

Coalition pledges	P44
Council outcomes	CO17
Single Outcome Agreement	SO4

Dog Fouling Initiatives in Edinburgh

Recommendations

It is recommended that Transport and Environment Committee:

- 1.1 notes the content of this report;
- 1.2 discharges the remit from the 18 March 2014 Transport and Environment Committee to receive a further update on other suitable dog fouling initiatives.
- 1.3 agrees to receive a report in June 2015 on the outcomes of consultation with the Scottish Government on the Control of Dogs Act.
- 1.4 agrees that the Council approaches the Scottish Government to request;
 - i. the introduction of a similar approach to the Control of Dogs Act, which would aim to target the long term behaviour of dog fouling offenders; and
 - ii. changes to the Dog Fouling (Scotland) Act 2003 in relation to:
 - a. an increase to the current FPN amount; and
 - b. an increase in the maximum fine of £500
- 1.5 notes that Committee will be advised of the outcome of these discussions in the report proposed to Committee in June 2015.

Background

- 2.1 Tackling dog fouling is consistently identified by local residents as one of their top 5 priorities in the annual Edinburgh People Survey. In response to an increasing number of complaints about dog fouling, a report was submitted to the Transport and Environment Committee at its meeting on 19 March 2013, seeking permission to roll out an established successful dog fouling campaign, and to pilot two other new and innovative approaches to tackle dog fouling in Edinburgh.
- 2.2 The results of these successful campaigns were reported to the Transport and Environment Committee on 18 March 2014. The report also recommended an update on the Pride Campaign, and a report detailing further initiatives which could be trialled in Edinburgh. The Pride Campaign aimed to launch a 12 month pilot in Edinburgh in summer 2013, which included the upgrade and installation of 100 Pride bins across Edinburgh. These Pride bins were intended to provide promotional messaging encouraging dog owners to pick up, as well as providing free dog waste bags via a bag dispenser installed in the bin. The Pride bins

would have been provided by Pride, and funded through private sector sponsorship from suitable sponsors.

- 2.3 The Environmental Wardens continue to tackle dog fouling in Edinburgh, both through regular patrols and local targeted initiatives.

Main report

Pride Campaign

- 3.1 The Pride campaign developed by Wastesites Limited was due to launch in Edinburgh in Spring/Summer 2013, following Committee approval in March 2013. Unfortunately, Wastesites Ltd did not secure sufficient funding from sponsors and the Pride Campaign will not be launched in Edinburgh.

Don't Blame the Dog Campaign

- 3.2 The South Neighbourhood has created a local campaign to tackle dog fouling entitled "Don't blame the dog". The campaign began on 16 June 2014 and uses a three stage approach to tackle identified hotspots.
- 3.3 Phase 1 of the campaign aimed to raise awareness of dog fouling through a combination of methods. The first involved promoting surgeries at various locations within the local community (e.g. libraries, supermarkets, community centres) so that local people could report and discuss dog fouling hotspots with the Environmental Warden Team. This phase also included a local media campaign using posters, stencilling pavements using dog fouling messaging, and using volunteers to highlight instances of dog fouling using yellow chalk. The aim of this phase was to raise awareness of the problem in the local community, as well as what could, and was, being done to reduce dog fouling in the area.
- 3.4 Phase 2 of the campaign involves targeted enforcement action using the identified hotspots reported and identified during phase 1 of the "Don't blame the dog" campaign. This phase began in late July 2014 and is currently ongoing.
- 3.5 Phase 3 of the campaign will involve local schools within the South Neighbourhood, both raising awareness of the problem, the consequences of dog fouling and the actions of the "Don't blame the dog" campaign. The focus will be on education, encouraging reporting of dog fouling and letting pupils know what they can do to address local dog fouling issues in their area. This phase is scheduled to begin at the end of September 2014 and will conclude in November 2014.
- 3.6 This campaign will be evaluated and the outcomes will be shared with all neighbourhood teams to inform other local initiatives.

Other Proposed Options for Edinburgh

Publicity Orders

- 3.7 The Regulatory Reform (Scotland) Act 2014 created a new power for a Court to be able to make a Publicity Order regarding a person convicted of a relevant offence. The order by the Court requires the person to publicise in a specified manner:
- a. The fact that the person has been convicted of the relevant offence;
 - b. The specified particulars of the offence;
 - c. The specified particulars of any sentence passed by the Court in respect of the offence.
- 3.8 The Publicity Order can only be imposed and enforced by the Court against a person convicted of a relevant offence, either of its own accord or on the motion of the Procurator Fiscal. Should the person fail to publicise the conviction as required, the matter would be pursued by the Court itself.
- 3.9 Publicity Orders have not been used in Scotland to date.
- 3.10 It is proposed that the Council investigates the use of this power in relation to dog fouling offences, aiming to liaise with the Crown Office and Procurator Fiscal Service and the Scottish Court Service. Ultimately, the aim would be to secure Publicity Orders for convicted dog fouling offenders in Edinburgh to discourage dog fouling offences.

Legislative updates

- 3.11 The Scottish Government recently updated the amounts payable for Fixed Penalty Notices (FPNs) issued for litter and flytipping as part of the National Litter Strategy. This updated the FPN amounts from £50 to £80 for littering, and from £50 to £200 for flytipping. However, the dog fouling FPN remains at £40 rising to £60 after 28 days.
- 3.12 The maximum fine for a littering offence is £2,500, and the maximum fine for a flytipping offence is up to £40,000 or six months imprisonment, or both. The offence of dog fouling carries a maximum fine of £500 on summary conviction in Court. The penalties for the offence of dog fouling do not reflect the seriousness or the prominence of the offence, and are not in line with other environmental offences.
- 3.13 As part of the Scottish Government's consultation on the recent increases to the FPN amounts for littering and flytipping, the City of Edinburgh Council has already suggested that the levels of the current dog fouling FPN should be reviewed. As per recommendation 1.4, the Council is now seeking permission to formally approach the Scottish Government to request:
- the introduction of a similar approach to the Control of Dogs Act, which would aim to target the long term behaviour of dog fouling offenders; and

- changes to the Dog Fouling (Scotland) Act 2003 in relation to:
 - a. an increase to the current FPN amount; and
 - b. an increase in the maximum fine of £500

A New Long Term Approach

- 3.14 Following feedback from Council enforcement officers, it has been suggested one of the reasons there is a persistent problem with dog fouling is that there is no follow up or monitoring of the perpetrators of dog fouling.
- 3.15 The Control of Dogs (Scotland) Act 2010 introduced a longer term approach to addressing the behaviour of dogs which are deemed to be out of control. This approach uses a Dog Control Notice imposing specific requirements with which the owner must comply, alongside a monitoring period in order to change the long term problem of the dog being out of control.
- 3.16 It is therefore suggested there should be the equivalent approach used by the Control of Dogs legislation when it comes to dog fouling. This would include using a Dog Control Notice or equivalent with a monitoring period after an offence to try and address the long term behaviour of irresponsible owners who do not pick up after their dogs.

Other Approaches

- 3.17 Other local authorities in Scotland use a range of approaches to tackle dog fouling. Typically these use some of the same approaches adopted in Edinburgh. It should be noted that the Council carries out more enforcement than the majority of other local authorities in Scotland.
- 3.18 Community Safety within Services for Communities participates and forms part of the Executive of the Scottish Community Warden Network, which is a national forum, keeping abreast of new developments and best practice across Scotland which could be implemented in Edinburgh.

Measures of success

- 4.1 To identify new approaches or best practice to reduce dog fouling in Edinburgh.
- 4.2 A reduction in dog fouling complaints.
- 4.3 An increase in satisfaction with how the Council deals with dog fouling in the Edinburgh People Survey.

Financial impact

- 5.1 The current ongoing initiatives occurring across Edinburgh are delivered within existing Neighbourhood budgets, and have no additional financial impact.

- 5.2 The proposed measures to be investigated by the Council would be contained within the existing budgets, and is not anticipated to have any additional financial impact.

Risk, policy, compliance and governance impact

- 6.1 This report is not expected to impact on risk, policy, compliance or governance for the City of Edinburgh Council.
- 6.2 There may be an increase in Dog Fouling Fixed Penalty Notices served as part of the “Don’t Blame the Dog” campaign; any actual increase will be reported as part of the report due to committee in June 2015.

Equalities impact

- 7.1 There has not been a full impact assessment carried out as this is an update to previous reports for which the equalities impact was fully assessed.

Sustainability impact

- 8.1 The measures outlined in this report aim to help achieve a sustainable Edinburgh by promoting social cohesion and inclusion by encouraging a wider community response to reduce dog fouling and reduce the environmental impact of dog fouling.

Consultation and engagement

- 9.1 The proposed measures outlined within this document were obtained in consultation with the Environmental Warden service responsible for taking enforcement action against dog fouling in Edinburgh. The Environmental Wardens attend local community meetings engaging and providing feedback to local representatives around environmental issues including dog fouling concerns.

Background reading/external references

[Tackling Dog Fouling in Edinburgh – report to Transport and Environment Committee 18 March 2014](#)

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive
Council outcomes	CO17 - Clean - Edinburgh's streets and open spaces are clean and free of litter and graffiti
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	N/A

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Trade Waste – Pilot Evaluation and Policy Recommendations

Item number	7.14
Report number	
Executive/routine	
Wards	All

Executive summary

The presence of trade waste in Edinburgh's streets has a detrimental impact on the city's appearance, as well as leading to other environmental and public health concerns. A previous report to Committee assessed various options for improving the management of trade waste and recommended the trialling of timed collection windows.

This report assesses the impact of these windows on the affected areas and sets out a policy for dealing with the management of trade waste across the city. The report also details a recent change to the Environmental Protection Act 1990 which gives local authorities powers through service of statutory notice to control the placement of commercial waste containers for emptying, including specifying the time when they must be placed and removed.

Links

Coalition pledges	P44 , P49
Council outcomes	CO17 , CO18 , CO19 , CO26
Single Outcome Agreement	SO4

Trade Waste – Pilot Evaluation and Policy Recommendations

Recommendations

It is recommended that Committee:

- 1.1 Notes the success of the collection windows in improving the appearance and accessibility of the pilot areas.
- 1.2 Agrees a city-wide policy to minimise trade waste stored or presented for collection on public space.

Background

- 2.1 On 29 October 2013 Transport and Environment Committee considered a report on Trade Waste Policy Options which gave an overview of potential solutions that could be implemented to improve the management of trade waste on Edinburgh's streets. Committee approved the recommendation that timed collection windows be trialled in three areas: Rose Street (and its lanes), Leith Walk and High Street. A timed collection approach specifies windows of time in which businesses may place their waste onto the street for collection. Outside these times no waste is permitted on public land.
- 2.2 A further report, Trade Waste Pilot - Update, gave an overview of progress to the Transport and Environment Committee on 18 March 2014. This report focussed on Rose Street and noted that, while the number of containers on street had been reduced significantly, some difficulties were being encountered by both the businesses affected and the trade waste contractors.

Main report

- 3.1 The pilots were implemented on a phased basis, with Rose Street beginning on 20 January, Leith Walk on 3 March and High Street on 10 March 2014. Consultation was carried out with the affected businesses to determine the preferred collection times and these were initially agreed as:
 - Rose Street – 09.00 – 10.00, 17.00 – 18.00
 - Leith Walk – 10.00 – 11.30, 14.00 – 15.30
 - High Street – 08.30 – 10.30

- 3.2 Feedback from the businesses, especially those operating in the entertainment and night-time economy, and trade waste contractors was that an additional, evening window was required. A further window of 22.00 – 23.00 was therefore introduced in Rose Street and 21.30 – 22.30 in the High Street.
- 3.3 Engagement has been carried out with the affected businesses as the pilots have progressed, with advice given as to how they can best meet their legal duties to recycle, store and manage their waste appropriately.
- 3.4 Trade waste companies operating in Edinburgh were encouraged to work with their customers to identify alternative solutions. Containers which remained on-street were stickered to notify both business and contractor that they did not have permission to be there and would require to be removed. When necessary, they were removed by Council staff using Roads (Scotland) Act legislation and the trade waste contractors were charged for the uplift and storage costs.
- 3.5 Initially, the intention was to have all waste removed from public space, except during the collection windows. However, pressure from the many bars and restaurants in Rose Street saw a relaxation for food and glass waste. Guidance from the Scottish Environment Protection Agency (SEPA) and Environmental Health is that these waste streams require to be containerised. Containers for food and glass have therefore been tolerated as an interim arrangement, assuming the business responsible agrees to meet certain conditions. These are that the bin capacity must be the minimum necessary and that the bins must be identified, kept locked, clean and tidy.
- 3.6 Enforcement of the windows has been carried out by City Centre and Leith Neighbourhood Environmental Wardens with support from the citywide Edinburgh Wardens and Wardens from other neighbourhoods at weekends. To date, a total of 287 Fixed Penalty Notices have been issued to businesses for illegally depositing their waste in the pilot areas, although not all of these were for issues directly related to the pilot. It is likely this figure would have been higher were it not for the advice and assistance provided by a seconded Project Officer in supplementing these patrols and reminding businesses of their requirements to comply.

The success of the collection windows

- 3.7 The report of 29 October 2014 noted that success would be measured by:
- a reduction in the number of trade waste containers on the streets;
 - a reduction in trade waste derived litter on the streets;
 - businesses managing their waste more responsibly and recycling more; and
 - cost effectiveness i.e. any costs associated with implementation will be offset by savings in street cleaning.

- 3.8 Within the pilot areas, there has been a significant reduction in the number of containers (See Appendix 1 charts, feedback and photographs). In Rose Street, bin numbers reduced from 390 to 103, Leith Walk from 116 to 12 and High Street 37 to 8, giving an average reduction of 81%. This visible impact has been welcomed by local resident and equality groups which have noted positive changes to the streetscape and ease of movement. Drivers of delivery and trade waste vehicles have also acknowledged that the reduction in bins has made the Rose Street Lanes far easier to manoeuvre round.
- 3.9 CIMS (Cleanliness Index Monitoring System) surveys have been carried out in the pilot areas both before and during the pilots. These surveys and information from Street Cleansing staff reveal an improvement in cleanliness. An independent survey of the BID (Business Improvement District) area was commissioned by Essential Edinburgh, and carried out by Keep Scotland Beautiful in July 2014. This noted that, although trade waste was still a major factor impacting on the cleanliness of the area, there was evidence of improvement. In particular, it noted a change to the Adverse Environmental Quality Indicators with a reduction in litter derived from trade waste. Indeed, trade waste was not noted as an issue in Rose Street and its Lanes. In contrast, Meuse Lane which was not included in the pilot area, but which was comparable to the Rose Street Lanes before the implementation of the pilot, was the only location to be assessed as a 'D' grade. The KSB assessor described the cleanliness of the lane as terrible with trade waste being a key factor in their assessment.
- 3.10 Businesses within the pilot areas are using a range of different methods to manage their waste better, such as back-hauling (where delivery vehicles also remove waste), glass crushing, on-site paper shredding and sharing of bins. Within the pilot areas, businesses have been unable to retain general waste or dry recycle bins on-street and have accordingly had to think about how best to manage the different waste streams.
- 3.11 The implementation costs of the pilot have been met from within existing budgets. The original report recommended the establishment of a compliance team. Although a formal team was not put in place work to engage with and inform the businesses has been carried out by two Project Officers seconded to the project. As detailed in paragraph 3.6, enforcement was also carried out by City Centre and Leith Neighbourhood Environmental Wardens, weekend Wardens from other neighbourhoods and the city-wide Edinburgh Wardens.

The impact of the collection windows

3.12 In recommending timed collections, the original report identified the following advantages:

- Streets free from trade waste for the majority of the day;
- Collections timed to take place at the least busy periods;
- Reduction in bags left overnight;
- Little change for trade waste companies; and
- Reduction in spillage and waste derived litter, and subsequent disposal costs.

3.13 In practice, some trade waste continues to be stored on-street at all times with the toleration of food and glass containers. Businesses are allowed to present their waste up to 15 minutes before the window opens. A similar leeway is allowed at the close of the windows before businesses are expected to remove their waste from public space, if it has not been collected.

3.14 Businesses have a duty of care to dispose safely of their waste. It should not be left on-street when the business is unstaffed. For a business to discharge its duty of care, waste collection must inevitably take place during 'normal' working hours. Even within 'normal' working hours, it is not possible to determine collection windows that suit all businesses as different types of businesses require different times. Seasonal fluctuations in opening times were also identified. This was especially an issue with High Street traders.

3.15 Evidence from Night-time Wardens and the Night-time Task Force suggests that the pilot areas have seen a reduction in waste being placed out overnight and this has had a significant impact on cleanliness. However, waste being presented overnight is still identified as a major factor in spilled litter. Any lasting improvement to the management of trade waste would require an effective night-time presence to tackle this.

3.16 Meeting the requirements of the collections windows has required significant changes for those trade waste carriers whose business model is built on the servicing of large on-street containers outwith normal business hours. For them, the requirements of the timed windows has led to increased trips each day to the same areas, routes are potentially delayed whilst they await a window opening and, especially in Rose Street, they can be backed up awaiting access. The increased costs incurred by these contractors will inevitably be passed on to their customers. Health and Safety concerns were also raised as to the potential risks associated with a number of vehicles all trying to access the same area at the same time. This is exacerbated in High Street and Rose Street as restrictions on vehicle access mean that delivery vehicles are also trying to access these areas at the same times. Initial concerns have however largely proved unfounded. Not all contractors are using all windows, some are

subcontracting pick-ups and there has been some staggering of the times they access the pilot areas. Indeed, for other contractors the windows have resulted in positive business benefits with enhanced customer relationships and new services offered to meet their customer needs.

- 3.17 The report of 29 October 2013 also noted that consideration would be given to the impact on the businesses concerned. Feedback has been gathered from businesses throughout the pilots across all areas and also through the completion of a survey. Of businesses across the three pilot areas which responded to the survey 37.5% were satisfied or very satisfied, 12.5% were indifferent and 50% were dissatisfied with collection windows.
- 3.18 The major concern was with contractors failing to meet the collection windows or other issues related to the performance of contractors. Although businesses have been encouraged to find a contractor which can meet their requirements, many are tied into contracts with high financial penalties for early withdrawal.
- 3.19 Other issues identified are:
- The identified times are inconvenient – businesses are not necessarily open during the windows or the times are not suitable. Of the businesses which completed the survey, 49% requested changes to the window times but there was no consistent pattern as to what the windows should be changed to.
 - They currently have insufficient storage space within their business premises to retain waste.
 - More collections equate to an increase in cost.
 - The volume of heavy vehicles and consequent concerns about Health and Safety (Rose Street only)
- 3.20 Businesses which completed the survey were divided as to whether the scheme had improved the appearance of the local area, with 38% finding it had made a positive difference as opposed to 40% who did not. Concerns here were noted about the increased use of bags and consequent spillage of litter and waste left out for extended periods or overnight.
- 3.21 Feedback from businesses gathered individually has indicated a far higher level of satisfaction with the windows and the consequent impact on appearance. In Leith Walk, of 159 face to face visits conducted in April, 139 businesses (87%) found the pilots had had a positive impact on Leith Walk. This has also manifested itself in interest from businesses in other areas keen to see the pilots extended to their trading locations, as they increasingly feel themselves to be operating at a disadvantage.

The way forward

- 3.22 Timed collection windows have been successful in terms of the measures of success for the pilots. However, the lessons learned have indicated that, for

windows to be effective citywide, there will require to be a more flexible approach. This recognises the logistical and routing challenges for carriers and the need to support effective enforcement through a single consistent approach.

- 3.23 The successful outcomes identified in the pilot areas have been driven by changes in the behaviours exhibited by the affected businesses. In turn, these have been brought about by:
- clear and pragmatic guidelines aiming at having the minimum amount of waste stored on public space for the minimum amount of time;
 - education to ensure that businesses meet their legal duty to store and dispose of their waste responsibly, and to recycle as much of that waste as is possible;
 - the removal of general waste containers from public space; and
 - effective enforcement to embed the changes.
- 3.24 Existing legislation gives the Council the authority to control or remove obstructions on public land (Roads (Scotland) Act, 1984, sections 59 and 87) and to determine the size, number and type of containers placed on public space (Environmental Protection Act, 1990, s.47). From 1 January 2014, Waste (Scotland) Regulations 2012 require businesses to take all reasonable steps to recycle as much waste as possible. However, a recent change to legislation has give local authorities increased powers to deal with commercial or industrial waste receptacles. An amendment to the Environmental Protection Act, brought into force on 30 June 2014, gives additional powers through service of a statutory notice to control the placing and removal of containers on the road. Specifically it gives the local authority powers to require the removal of receptacles placed for the purpose of facilitating the emptying of them. It also gives the local authority the power to make provision for the time when the receptacles must be placed for that purpose and removed. This is a significant change to legislation and gives the Council considerably more scope to control the placing and removal of trade waste containers from any road. It should be noted that there is, currently, no Fixed Penalty Notice that can be issued for a breach of this notice. The breach would need to be prosecuted in the Sheriff Court and carries a fine of up to £1000.
- 3.25 To replicate the successful elements of the collection windows across the city, it is proposed that a number of general principles should be implemented, in conjunction with wider, more flexible windows:
- a. No containers will be allowed to be stored on public space.
 - b. Permitted presentation times when waste can be put out on-street should be standardised across the city. The proposed presentation times are:
9.30 – 12noon; 14.00 – 16.00 and 18.30 – 23.00.

- c. Within these presentation times, waste would only be permitted on-street for up to one hour but otherwise must be retained on the business premises until it is due for collection.
- d. Waste placed on street for collection must be clearly marked with the business name and agreed collection time.
- e. Waste can only be on-street when the business is staffed and never overnight.
- f. Waste containers must be placed as near to the edge of a business's property as is possible, whilst retaining clear pedestrian access. It will no longer be appropriate for business waste to be stored remotely from the business premises.
- g. Food and glass waste must be presented in a secure, sealed container.

3.26 In determining these times, consideration has been given to the following factors:

- Nuisance noise guidance relating to night time collections.
- The emergency services, Lothian Buses and Council Roads team raised issues around bus lane operations, waiting and loading restrictions and peak traffic times between 07.30 – 09.30 and 16.00 – 18.30. Health and Safety concerns were raised by both the Scottish Environmental Services Association and the Health and Safety Executive regarding the 9.00 – 10.00 and 17.00 – 18.00 slots in Rose Street given the pedestrian footfall at these times.
- High footfall between 12.00 and 14.00 would suggest these times are best avoided.
- The use of a 15 minute toleration period before and after each collection window for container presentation and removal purposes.

3.27 On 1 January 2016, Waste (Scotland) Regulations are tightening with businesses which produce over 5kg of food waste per week required to present this for separate collection. It is recommended therefore that 1 January 2016 is the latest date at which all containers require to be removed from public space.

3.28 For businesses, these principles mean they can meet and evidence their 'duty of care' towards their waste. They should also give businesses greater flexibility to manage their waste at a collection time that suits.

3.29 These requirements are only applicable to businesses which choose to use public space to store or present their waste. Businesses which use their own land or an alternate method of disposal would not be affected. Some 20% of businesses surveyed did not use the collection windows, with alternative arrangements including waste collection from within the business's premises and back-hauling in place. Given the pressure on space within the city centre, it is likely that the percentage would be higher across Edinburgh as a whole. Furthermore, as noted above, a number of contractors are introducing new

arrangements to uplift waste without it being stored on public space and these developments should be encouraged.

- 3.30 For contractors, the extension of the windows will also allow for greater flexibility in their routing and should mean they will be better able to meet the needs of their customers. Wider collection windows will also mitigate the requirement for multiple carriers to be accessing the same locations at the same times. To re-route and make the changes from bins to bags or smaller containers, the contractors have advised they would need, on average, a three month lead-in period. They do, however, acknowledge that the behavioural changes required by their customers will take longer to bed in.
- 3.31 Retaining collection windows in this way would allow the Council to exercise control over when waste is on-street and also enable easier identification of issues and subsequent enforcement.

Action Plan

- 3.32 Any decision to require the removal of all containers from public space and to implement permitted presentation times needs to be clearly communicated to the business community. This should be combined with information on the legislative requirements that all businesses are required to meet, in terms of both their recycling and duty of care obligations. Toleration for food and glass containers could be permitted on a temporary basis until 1 January 2016 if businesses can evidence they have no alternative way to manage or store this waste. Further conditions must be met and containers must be kept locked, clean and tidy and stored in an appropriate location, for example within a business's tables and chairs area or, where space permits, by the edge of their property.
- 3.33 To implement this behaviour change a resource is required which can:
- Publicise the guidelines, roles and responsibilities
 - Educate the businesses in their legal requirements
 - Approve on street containers
 - Enforce as necessary – the new powers available in the Environmental Protection Act 1990 will require service of statutory notice on the trader to ensure compliance where necessary. The use of Roads (Scotland) Act powers requires a similar approach.
- 3.34 It is considered that the Environmental Wardens service is best placed to deliver both the implementation of the policy and enforcement as necessary. This will, help to ensure the policy is successful citywide, implemented well, delivered consistently and robustly enforced to gain maximum benefit. For a temporary period a small compliance team will be set up to support, coordinate, engage with businesses, trade waste companies and stakeholders, negotiate and record/evaluate as necessary.

- 3.35 It is proposed that implementation of the policy be rolled out on a phased basis with the aim of achieving full compliance by March 2016. The areas of initial focus would include the city centre and adjacent arterial corridors with the aim to complete this phase within six months. Phase two over the next six months would encompass those areas defined as town centres such as Leith, Gorgie, Corstorphine and Portobello. All other areas would be dealt with in the final phase.

Measures of success

- 4.1 Success will be measured by:
- a) a reduction in containers stored in public.
 - b) a reduction in complaints about the storage of waste and associated issues.
 - c) a reduction in street litter.
 - d) businesses managing their waste better and recycling more.
 - e) waste on street being clearly identified with the responsible business name and collection time.

Financial impact

- 5.1 To embed effective and lasting behaviour change, a dedicated resource will be required for a temporary period to support the roll out and implementation of the requirements. This may come from existing resources.

Risk, policy, compliance and governance impact

- 6.1 The amendment to the Environmental Protection Act 1990 gives significantly more scope to the Council to deal with the placing of trade waste receptacles on the road either for storage or emptying purposes. This came into effect after the commencement of the pilot and will make it easier and simpler to implement controls on the periods when receptacles may be placed and when they must be removed. The proposals also acknowledge the views from the Health and Safety Executive on some aspects of the impact of the pilot. There is no adverse policy impact, risk or governance issue arising from the report.

Equalities impact

- 7.1 The storage of waste on public space leads to many health and safety risks – the blocking of fire escapes, sightlines, pedestrian access points and dropped crossings – and its removal therefore contributes to a right to life, health and physical security.

- 7.2 The removal of obstructions from public space will allow people to access public space freely, safely and without fear. This will advance equality of opportunity for people with mobility issues and carers and have a positive impact on groups who may be more vulnerable to crime, or the fear of crime.
- 7.3 Educating businesses in their waste responsibilities also leads to an increased awareness of how they impact on the wider community. The pilots have brought people together as a community by having to deal with similar issues and working together to find shared solutions.

Sustainability impact

- 8.1 Encouraging businesses to reduce, re-use and recycle their waste will reduce carbon emissions. A robust approach to the management of trade waste will encourage businesses to take more responsibility for their waste, improving the appearance and cleanliness of the local environment and putting sustainability at the core of business operations.
- 8.2 Improving the environment and de-cluttering the streetscape will also help promote personal wellbeing.

Consultation and engagement

- 9.1 Affected businesses in the three pilot areas were asked to complete on-line surveys both before and during the windows implementation. Meetings have been held with the Rose Street Pub Watch Group, Essential Edinburgh, Royal Mile Business Association and drop-in sessions were also held for Leith Walk businesses. Engagement with a large number of individual businesses has been ongoing throughout the pilot process.
- 9.2 Feedback was sought from local Community Councils, residents' and equalities groups.
- 9.3 A series of meetings have been held with the trade waste contractors, both as a group and individually.
- 9.4 Internal consultation has been held with Neighbourhood Roads, Local Environment and Environmental Warden staff.

Background reading/external references

[Trade Waste Policy Options](#)

[Trade Waste Pilot – Update](#)

John Bury

Acting Director of Services for Communities

Contact:

Jim Hunter, Acting Head of Environment

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Lisa Paton, Business Manager, City Centre/Leith Neighbourhood

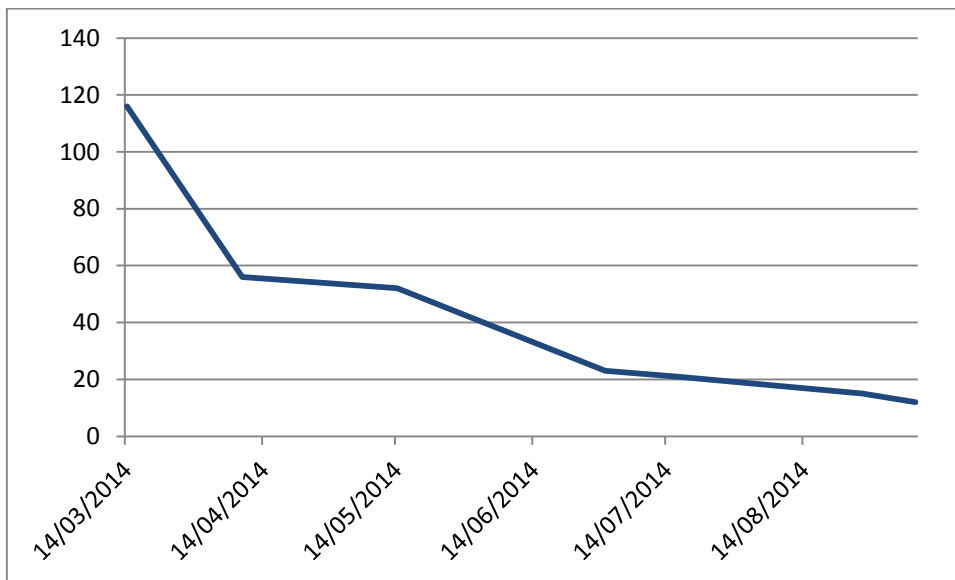
E-mail: lisa.paton@edinburgh.gov.uk | Tel: 0131 529 7315

Links

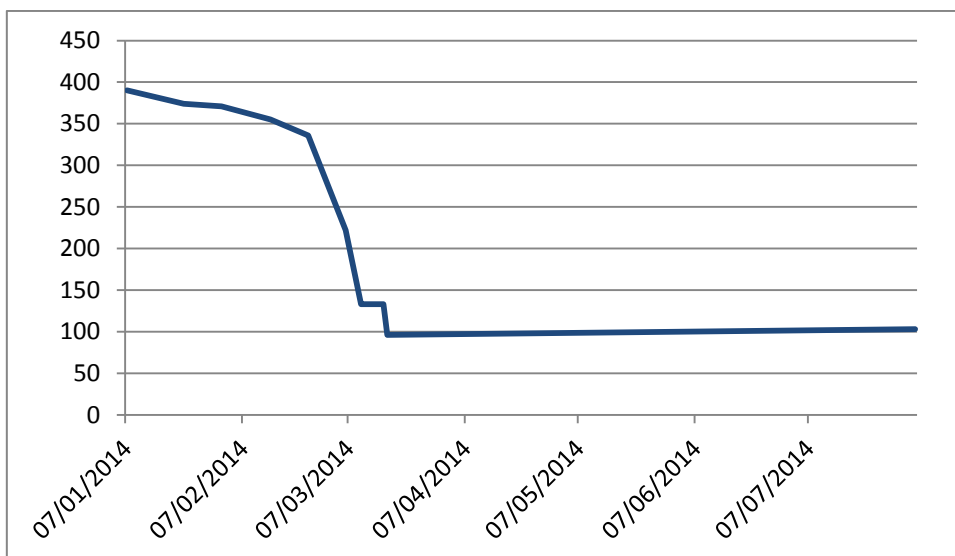
Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti CO18 - Green – We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix No.1 – Charts, Photographs and Feedback.

Appendix 1

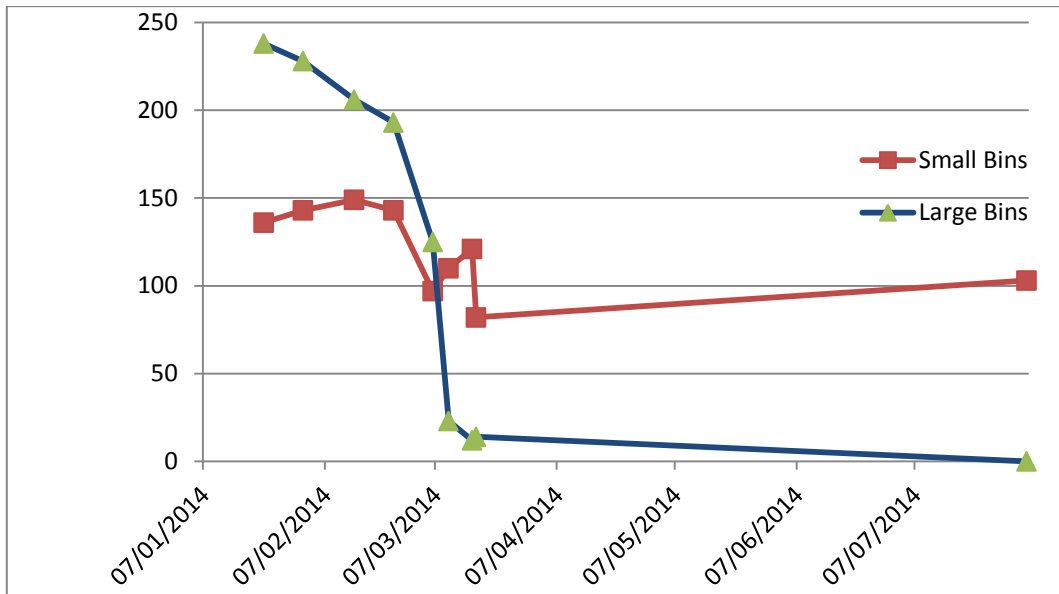
Number of Bins on Leith Walk



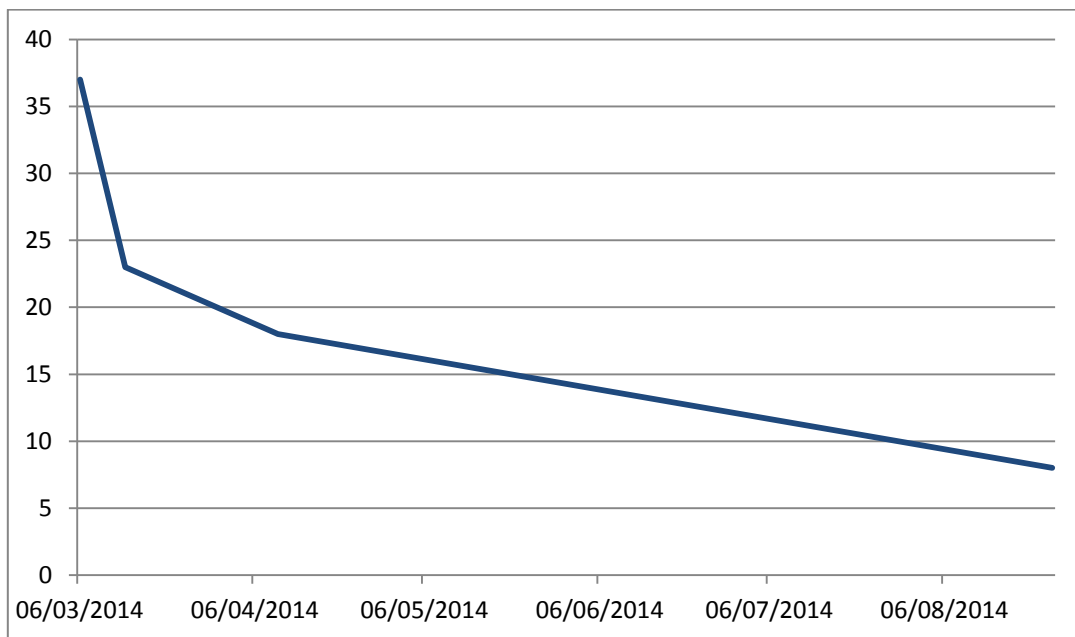
Number of Bins on Rose Street



Breakdown of Rose Street bins into large (1280L, 1100L, 660L) and small (Wheelie bins)



Numbers of bins on High Street



Before and After Pictures

Rose Street North Lane



Leith Walk



Feedback from Equalities Groups, Community Councils and Community Groups

I think the pilot has been a huge success. Would urge the CC to put in a supportive letter - as I fully expect the usual grumpy business "representatives" to complain about it and try and have the whole thing squashed.

Thank you for the opportunity to comment on the Trade Waste Pilot.

First of all, as a resident of Leith for 35 years until I had to move out to Midlothian and a life member of the Cockburn Association, I obviously welcome any move which enhances the attractiveness and visual appearance of the streets of the city. Certainly the display of bins permanently at the front of premises is very undesirable.

SATA is mainly concerned with public transport and its accessibility, but all journeys involve using streets and our visually impaired and mobility impaired members often have difficulties with street furniture, both fixed and mobile. Bins which are left at the front of shops are a particular problem (as also are A-boards which do not conform to Edinburgh Council's regulations).

As a wheelchair user, I have a particular problem was dropped kerbs (often not conforming to the standards, and sometimes completely missing) but especially when the approach to these is obstructed by bins. I give a particular example, in Barclay Place (image attached). Immediately north of the garage there is a pedestrian crossing with a dropped kerb on a relatively narrow pavement where for several years there have been bins on the one bit of the kerb which is not ramped. This makes getting past on the pavement hazardous. I noticed only yesterday that, at last, these bins have been moved to the other side of the wall and on to the garage forecourt. I can only presume that the garage owner has courteously allowed these bins which presumably take waste from shops down Barclay Place to be on his land. There must be many other similar sites in Edinburgh.

I applaud your initiative with this pilot project, and appreciate why you have chosen a site like Rose Street Lanes where the bins seem to occupy the whole length of the pavement, but I hope that you will extend it to cover isolated bins especially where pavements are narrow and access is limited.

For a wheelchair user Rose Street Lanes is actually one of the least useful schemes as most of the pavements are too narrow or in too bad condition for a wheelchair to use, while at the same time the condition of the setts makes wheelchair travel almost impossible.

These buckets are a eyesore, the idea of them being taken in and only put out at certain times is a good idea but very few pay attention to this and there is never enough man power to make sure this happens, they are never maintained or cleaned and a lot

are private firms like ■■■ that collect late at night, leith walk also has streets going of it all the way up that are suffering as the rubbish is dumped along them our street being one of them, everything is good on paper but when it comes to reality it rarely works as there is no one to enforce these changes, Europe have the right ideas they have concrete bins which stores under the pavement, recycle plastic and glass bottles in shop and get money of your shopping encouraging kids to recycle, we sadly seem to flog dead horses hope this helps.

Here are a few impressions of the pilot in Leith Walk (as a pedestrian):

Overall it is an improvement: as intended, it makes pavements easier to navigate for pedestrians, and generally, the streetscape has become more pleasant

There is plenty of work to do, not least in the parts of Leith Walk where the pilot overlapped with the street works, when bins are presented in the wrong slot (see attached example)

Following the said works - sometimes with new layout - it will be important to reinforce the trade waste (and domestic) scheme.

We would be most interested to read the full evaluation of the scheme, and certainly look forward to a full implementation (and city-wide roll-out) before too long.

Wow! What a difference – I certainly didn't notice anything like the before pictures, so you are doing a good job.

I live by the Shore and although the Shore itself isn't too bad, Fishers opposite the Malmaison is a mess. I actually saw a half eaten rat in amongst their rubbish one day! However, when I went in to the restaurant and told them, it was gone by the time I came back. It's a mess though and I often wonder what the people in the rooms on that side of the Malmaison think when they look out of their windows to see the water and that's staring them in the face. Trouble is, there's little if no rear access on the Shore.

I've been contacting the waste department for two weeks regarding the trade waste bin belonging to the Cruz ship. It has been unoccupied for months now, with no sign of a new Lessee. The bin was overflowing and the seagulls had been at the bags. Within a couple of days, the bin was surrounded by bags and someone had dumped an old carpet! People never fail to amaze me.

Anyway, passing last night I noticed it had at last been emptied and the bags and carpet had been removed. What a difference. I know it's a never ending problem, but I always think even if structures could be put up to store these bins it would make such a difference. I'm sure the owners wouldn't mind doing this themselves – although, knowing some of the owners, perhaps not!

All in all I think you're doing great with a difficult job.

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Dalmahoy Traffic Lights Needed – referral from the Petitions Committee

Item number 7.15

Report number

Wards

Executive summary

The Petitions Committee on 4 September 2014 considered a report by the Director of Corporate Governance outlining the petition 'Dalmahoy Traffic Lights Needed'.

Links

Coalition pledges See attached report

Council outcomes See attached report

Single Outcome Agreement See attached report

Appendices See attached report

Terms of Referral

Dalmahoy Traffic Lights Needed

Terms of referral

- 1.1 On 4 September 2014 the Petitions Committee considered a report outlining the petition 'Dalmahoy Traffic Lights Needed'.
- 1.2 The Petitions Committee agreed:
 - 1) To refer the petition to the Transport and Environment Committee.

For Decision/Action

- 2.1 The Petitions Committee has referred the attached report and petition to the Transport and Environment Committee for consideration.

Background reading / external references

Petitions Committee 4 September 2014.

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Stuart McLean, Committee Clerk

E-mail: stuart.mclean@edinburgh.gov.uk | Tel: 0131 529 4106

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	See attached report

Petitions Committee

2.00pm, Thursday 4 September 2014

Petitions for Consideration: Overview Report

Item number 5.1
Report number
Wards

Links

Coalition pledges
Council outcomes [CO23 & CO26](#)
Single Outcome Agreement

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Officer

E-mail: petitions@edinburgh.gov.uk | Tel: 0131 529 4121

Executive summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider two valid petitions at this meeting.

Valid petitions -

Dalmahoy Traffic Lights Needed

A valid petition entitled 'Dalmahoy Traffic Lights Needed' has been received. The petition received 1528 signatures both online and in paper format. Of these 1528 signatures, 571 were considered valid and 757 were considered invalid for a number of reasons, including when the signatory is not resident in the City of Edinburgh Council area or not registered on the Electoral roll.

Details of this petition are set out in appendix one.

Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village

A valid petition entitled 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village' has been received. The petition received 571 signatures both online and in paper format. Of these 571 signatures, 491 were considered valid and 79 were considered invalid signatures were considered invalid as the signatory was not registered on the electoral roll in Edinburgh.

Details of this petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petition:

- 1.1 'Dalmahoy Traffic Lights Needed' as set out in 5.1(a) of appendix one.
- 1.2 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village' as set out in 5.1(b) of appendix one.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

There is no financial impact arising from the consideration of these petitions.

Equalities impact

There is no equalities impact arising from the consideration of these petitions.

Environmental impact

There is no environmental impact arising from the consideration of these petitions.

Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

Background reading / external references

[Petitions webpages](#)

[Council webcasting](#)

Links

Coalition pledges

Council outcomes CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date Received	Petition Title and Petition Statement	Wards affected	Total Number of Signatories
5.1(a)	4 July 2014	<p>Dalmahoy Traffic Lights Needed</p> <p>Dear Edinburgh Council after 15 years of reporting that lives are in danger with cars trying to get out of Dalmahoy Golf Course / Hotel and Country Club and Ratho (nearest village) on the opposite side of the main A71 from Edinburgh to Kilmarnock.</p> <p>Exit from Dalmahoy and Ratho (road opposite) onto A71 is life threatening and one day someone will die and then it will be too late.</p> <p>An offer of a SLOW DOWN sign is not good enough after 15 yrs of complaining. The morning rush hour traffic is horrendous with no one giving way and the cars pile up the roads on either side. Maybe someone could just try this out and see how they feel risking their lives just trying to get home.</p>	Ward 02 Pentland Hills	1528 signatures
5.1(b)	4 July 2014	<p>Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village</p> <p>We the undersigned would like City of Edinburgh Council to halt in their plans to decommission the Craigpark play park, and to support us in developing the play park and community space in consultation with local residents, which meets the needs of our growing population.</p>	Ward 02 Pentland Hills	571 signatures

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Dalmahoy Junction – Response to Petition

Item number	7.15
Report number	
Executive/routine	Routine
Wards	Pentland Hills

Executive summary

A petition was considered by the Petitions Committee on 4 September 2014 regarding a request for the installation of traffic signals at the A71 Dalmahoy junction to reduce the danger to pedestrians crossing at this location.

This report responds to the petition with a breakdown of the collision history and options for collision reduction.

Links

Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

Dalmahoy Junction – Response to Petition

Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 accepts the petition from the Petitions Committee; and
 - 1.1.2 requests a report to the Transport and Environment Committee on 17 March 2015 outlining options and costs for improvements at the junction.

Background

- 2.1 The following petition was considered by the Petitions Committee on 4 September 2014 for the installation of traffic signals at the A71 Dalmahoy junction: *“... after 15 years of reporting that lives are in danger with cars trying to get out of Dalmahoy Golf Course/Hotel and Country Club and Ratho (nearest village) on the opposite side of the main A71 from Edinburgh to Kilmarnock. Exit from Dalmahoy and Ratho (road opposite) onto A71 is life threatening and one day someone will die ...”*
- 2.2 It was referred to the Transport and Environment Committee for it to consider what actions should be taken to alleviate the petitioners’ concerns.

Main report

- 3.1 A petition has been lodged for the installation of traffic signals at the A71 Dalmahoy junction. The Council’s Petitions Committee considered the petition at its meeting on Thursday 4 September 2014. The petition received 1,528 signatures, 571 of which were considered valid. The decision of the Petitions Committee was to refer the petition to the Transport and Environment Committee.
- 3.2 The A71 is a main east-west rural route which links Edinburgh, through Livingston, to the west of Scotland. It is a wide single carriageway which is currently subject to a 50mph speed limit. This junction is an offset stagger with the A71 making up the priority east-west route. The north approach is Dalmahoy Road, a minor rural route which leads to Ratho and the southbound approach is a private access to a small number of properties and the Marriot Dalmahoy Golf and Country Club. Bus stops are located on the A71 on both sides of the carriageway. The small section of footpath on the south side of the carriageway is particularly narrow. Appendix 1 shows a location plan for this junction.

- 3.3 There is strong local desire for the junction to be signalised with full pedestrian facilities to provide safe crossing points and to allow safer access to the hotel complex and Ratho village. Local people, Ratho Community Council, and elected members have raised concerns about this junction. The issues raised can be split into two distinct areas:

Road Safety

- Speed of main road traffic.
- Long term collision history.
- A continual occurrence of damage only collisions at the junction.

Environmental

- Volume of main road traffic.
 - Congestion on the A71 specifically in the morning and afternoon peaks.
 - Difficulty in entering and exiting the two side junctions.
 - Local residents feel they are trapped in their properties during peak hours by not being able to exit the south side road.
 - Difficulty in crossing the A71 to access the bus stops.
- 3.4 The junction has a history of collisions which led to a safety scheme being introduced to improve the sight lines on the Ratho approach of the junction in the late 1990s, and more recently the installation of street lighting through the junction in 2004. The next junction on the A71 to the west, situated in West Lothian, was signalised in 2012, adding to the local frustration at the lack of a traffic signal installation at Dalmahoy. There have been two pedestrian collisions at the junction, both some time ago. A pedestrian was killed in 1990 and another received a serious injury in 1996. Given the nature of the location, should a pedestrian be involved in a collision the likelihood is that the severity will be high.
- 3.5 A short term collision investigation has been carried out and in the three year period up to the end of February 2014 there were a total of four personal injury collisions at the junction:
- Three of these collisions involved vehicles failing to give way at the line exiting Dalmahoy Road and pulling into the path of oncoming vehicles.
 - The remaining collision was a westbound vehicle waiting to turn right into Dalmahoy Road being struck by vehicles from behind.

Three of these incidents resulted in slight injuries and one resulted in a serious injury.

- 3.6 A low cost safety scheme was developed to erect vehicle activated “staggered junction ahead” signs which would be triggered by oncoming traffic when vehicles are either sitting at the give way or in the centre of the road waiting to turn right. At an approximate cost of £12,000, this scheme would give a First Year Rate of Return (FYRR) of around 300%. This is calculated using the agreed cost of a rural accident against the cost of the proposed scheme, assuming that one collision is saved over the first three years of the schemes implementation. The cost of a collision encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road collision injuries. This cost is published each year by Transport for Scotland within its Reported Road Casualties document.
- 3.7 A road safety scheme would be considered good value if it achieved a FYRR greater than 100% ie the collision savings would be greater than the cost of the scheme. A scheme achieving a FYRR of 300% would therefore achieve a collision saving in the region of three times the cost of the scheme and be good value for money.
- 3.8 This scheme was put on hold until the issue of introducing signals has been investigated. Appendix 2 shows details of the Vehicle Activated Sign (VAS) scheme. This proposal may have an impact on vehicle speeds through the junction but will not alleviate the issues of pedestrians crossing in safety.
- 3.9 The preliminary cost estimate for signalling the Dalmahoy junction was estimated to be around £430,000. This cost reflects the restricted nature of the site, the need to relocate bus stops, and the requirement to purchase land to introduce adequate footways as well as right turn lanes. If signals were to be introduced the speed limit through the junction would also need to be reduced from 50mph to 40mph. This would also allow for the introduction of pedestrian phases to the signal layout to allow safe crossing of the route. Appendix 3 shows the preliminary design for the introduction of traffic signals to this junction.
- 3.10 The cost of a traffic signal scheme could not be justified simply from the cost of the potential casualty savings as the FYRR would be significantly less than 100% and therefore not considered value for money.
- 3.11 As a traffic signal scheme would, however, have major benefits in terms of access to the Dalmahoy Hotel and Country Club, the hotel has been approached to see if they would contribute to a potential scheme. No reply has been received to date.
- 3.12 At the current time a funding package for the installation of traffic signals has not been identified. However this is being kept under review and a further approach will be made to the Dalmahoy Hotel and Country Club.

Measures of success

- 4.1 Success will be measured through a reduction in the collision rate as measured through the comparison of before and after collision statistics.

Financial impact

- 5.1 The introduction of VAS warning signs will cost approximately £12,000 which could be made available from the 2015/16 road safety capital budget.
- 5.2 To introduce a fully signalised junction funds to cover the estimated cost £430,000 would have to be identified.

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 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 hotel and to Ratho for both vehicular and pedestrian traffic.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised as follows:
- 8.2 Potential for positive impact on the environment by reducing speeds, reducing the potential for collisions and removing community severance.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh because in enhancing access to public transport it will aid social cohesion and inclusion as well as equality of opportunity.

Consultation and engagement

9.1 Consultation will be carried out on the design and construction of any proposed scheme. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

Background reading/external references

None.

John Bury

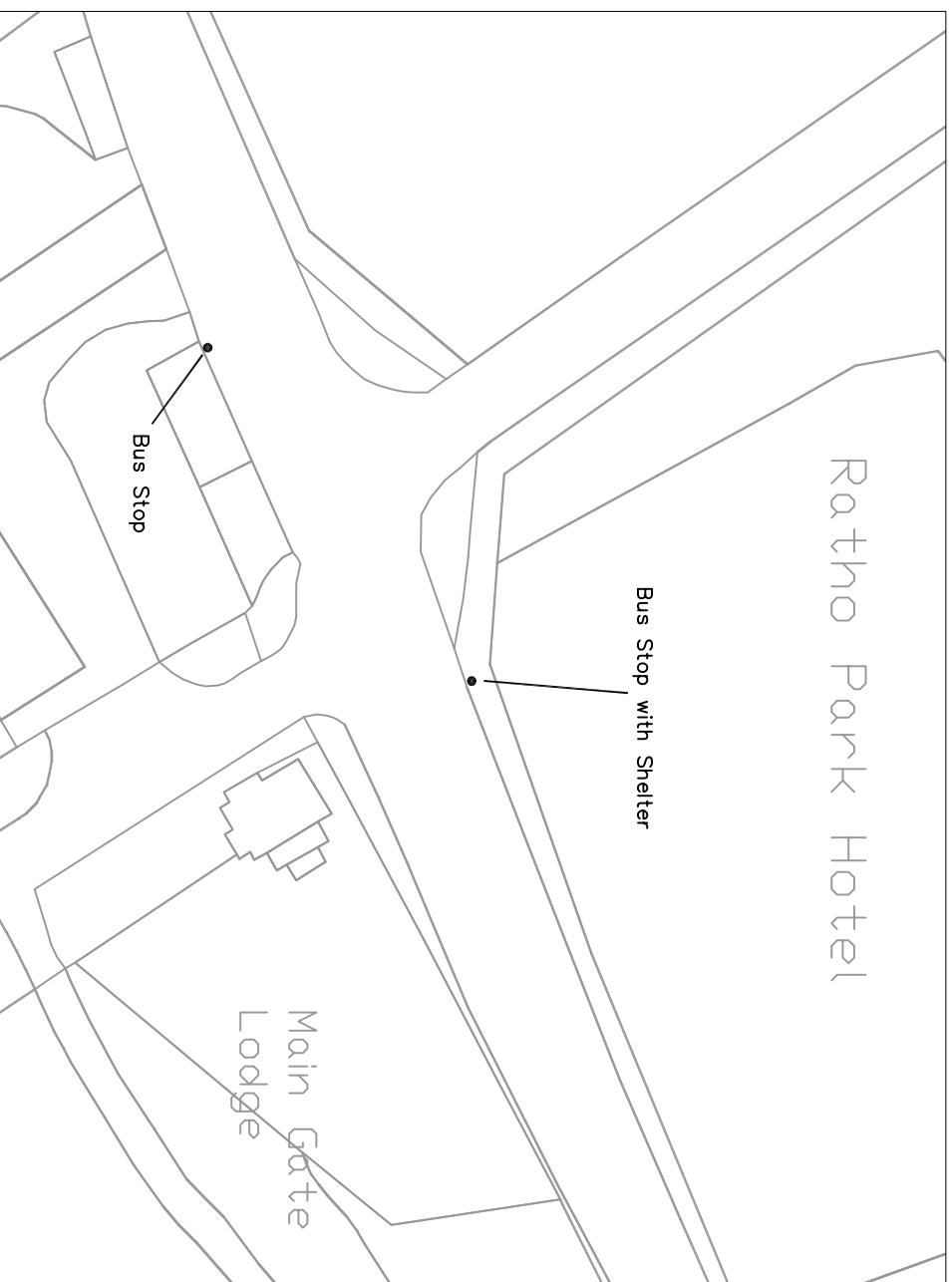
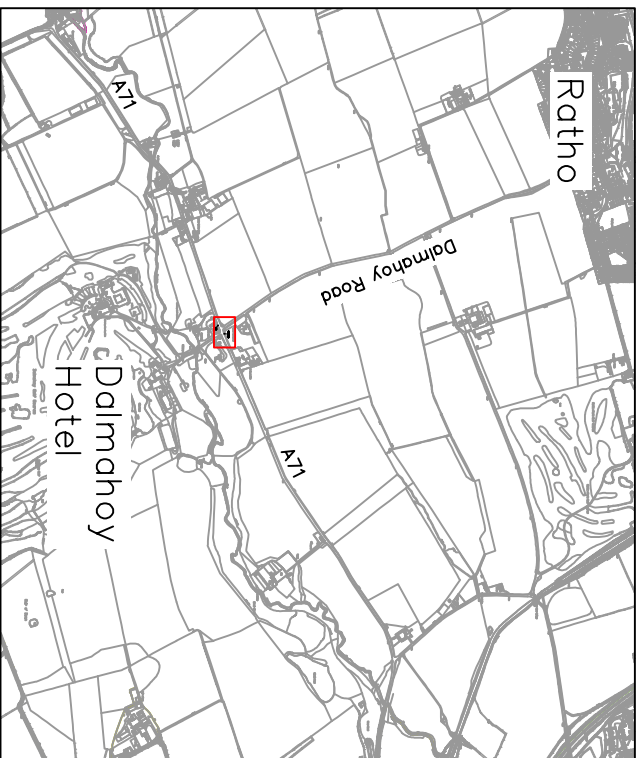
Acting Director, Services for Communities


Contact: Iain Peat, Professional Officer, Road Safety

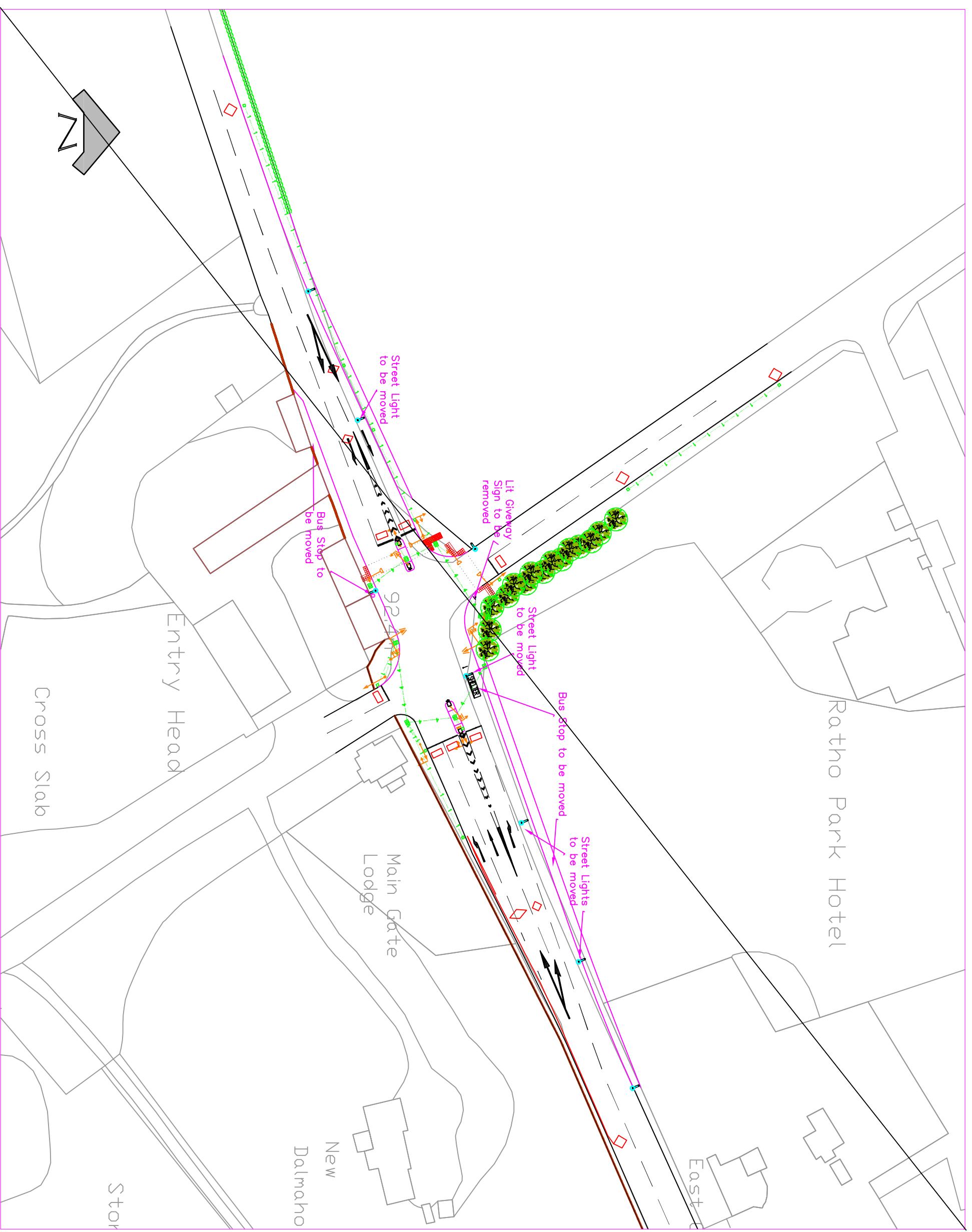
E-mail: iain.peat@edinburgh.gov.uk | Tel: 0131 469 3416

Links

Coalition pledges	Strengthening and supporting our communities and keeping them safe.
Council outcomes	CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO4: Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Location Plan Appendix 2 – Preliminary design for placement of Vehicle Activated Signs Appendix 3 – Preliminary design of Traffic Signals



 THE CITY OF EDINBURGH COUNCIL		A71 @ Dalmahoy Location Plan	
SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000		TRANSPORT POLICY AND PLANNING ROAD SAFETY	
Date: October 2014 Scale: 1:500		Drawn by: TP Checked by:	
DRG NO. RS/AIP/2010/34			



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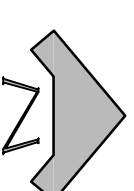
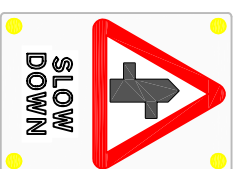
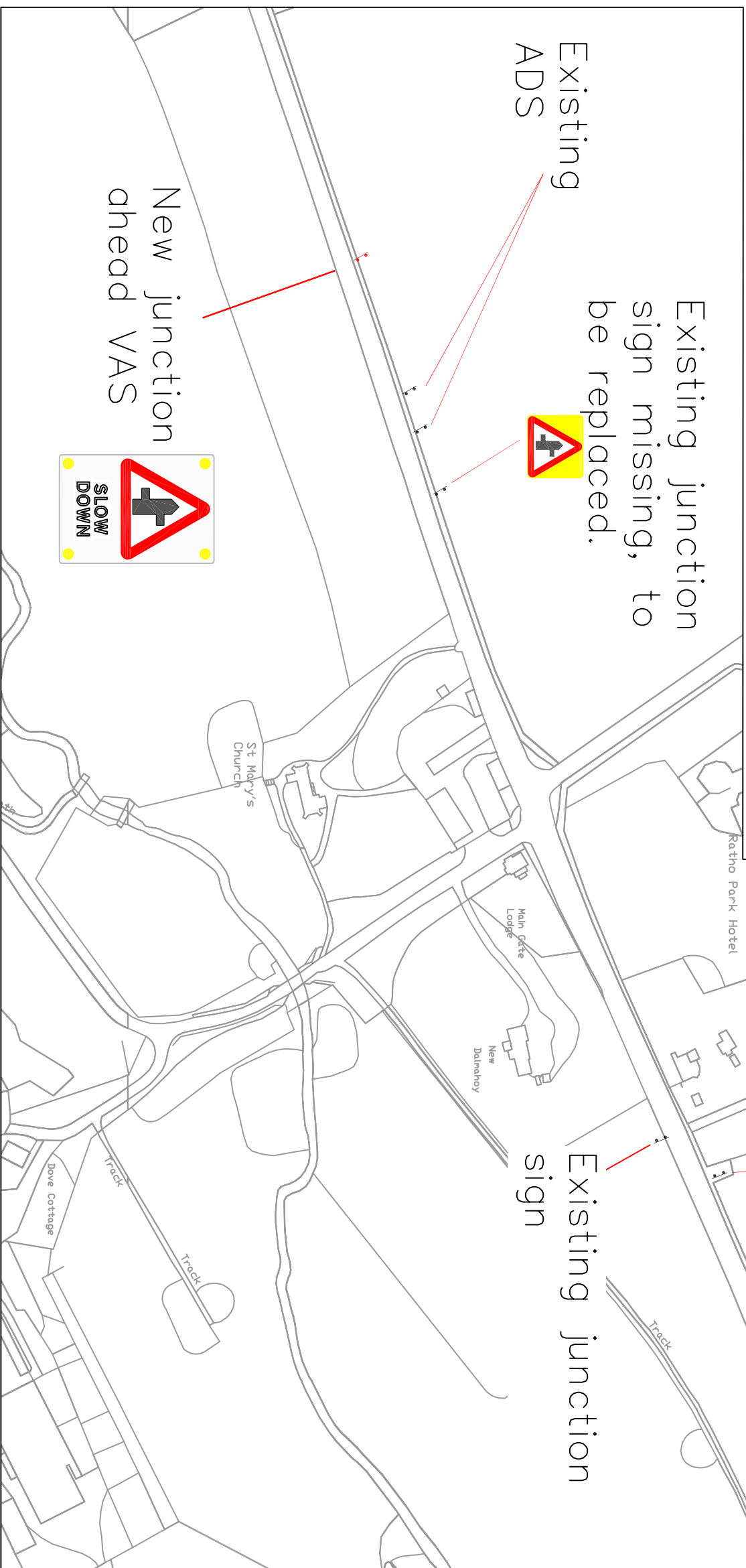
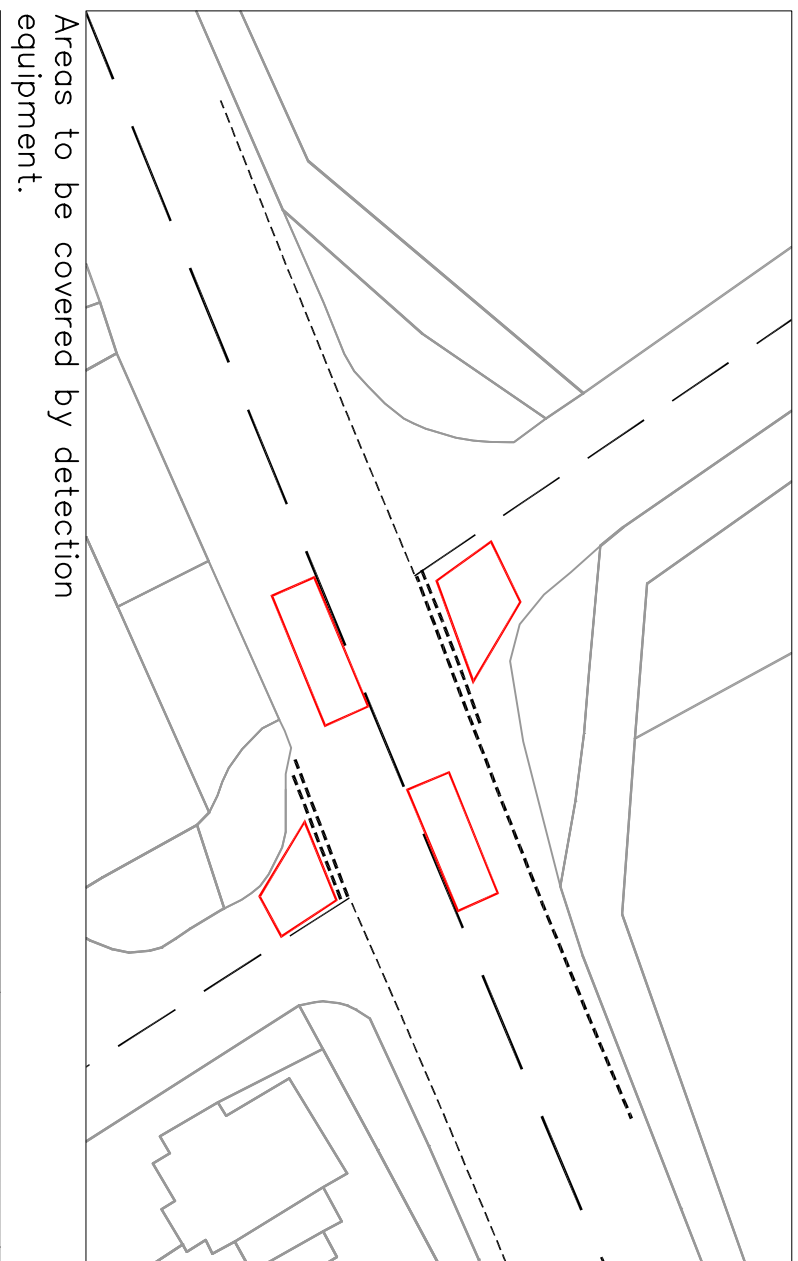
EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
TRANSPORT
TRAFFIC ENGINEERING
NEW WORKS
Traffic Systems
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

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SERVICES FOR COMMUNITIES
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Waverley Court, 4 East Market St
Edinburgh EH8 8BG
Tel. No. 0131 - 200 2000

TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

A71 @ Dalmahoy

VAS - Staggered Junction Ahead

Date: June 12 Job No. Drawn by: P.H.H.
Scale: NTS Checked by:

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village – referral from the Petitions Committee

Item number 7.16

Report number

Wards

Executive summary

The Petitions Committee on 4 September 2014 considered a report by the Director of Corporate Governance outlining the petition 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village'.

Links

Coalition pledges See attached report

Council outcomes See attached report

Single Outcome Agreement See attached report

Appendices See attached report

Terms of Referral

Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village

Terms of referral

- 1.1 On 4 September 2014 the Petitions Committee considered a report outlining the petition 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village'.
- 1.2 The Petitions Committee agreed:
 - 1) To refer the petition to the Transport and Environment Committee.

For Decision/Action

- 2.1 The Petitions Committee has referred the attached report and petition to the Transport and Environment Committee for consideration.

Background reading / external references

Petitions Committee 4 September 2014.

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Stuart McLean, Committee Clerk

E-mail: stuart.mclean@edinburgh.gov.uk | Tel: 0131 529 4106

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	See attached report

Petitions Committee

2.00pm, Thursday 4 September 2014

Petitions for Consideration: Overview Report

Item number 5.1
Report number
Wards

Links

Coalition pledges
Council outcomes [CO23 & CO26](#)
Single Outcome Agreement

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Officer

E-mail: petitions@edinburgh.gov.uk | Tel: 0131 529 4121

Executive summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider two valid petitions at this meeting.

Valid petitions -

Dalmahoy Traffic Lights Needed

A valid petition entitled 'Dalmahoy Traffic Lights Needed' has been received. The petition received 1528 signatures both online and in paper format. Of these 1528 signatures, 571 were considered valid and 757 were considered invalid for a number of reasons, including when the signatory is not resident in the City of Edinburgh Council area or not registered on the Electoral roll.

Details of this petition are set out in appendix one.

Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village

A valid petition entitled 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village' has been received. The petition received 571 signatures both online and in paper format. Of these 571 signatures, 491 were considered valid and 79 were considered invalid signatures were considered invalid as the signatory was not registered on the electoral roll in Edinburgh.

Details of this petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petition:

- 1.1 'Dalmahoy Traffic Lights Needed' as set out in 5.1(a) of appendix one.
- 1.2 'Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village' as set out in 5.1(b) of appendix one.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

There is no financial impact arising from the consideration of these petitions.

Equalities impact

There is no equalities impact arising from the consideration of these petitions.

Environmental impact

There is no environmental impact arising from the consideration of these petitions.

Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

Background reading / external references

[Petitions webpages](#)

[Council webcasting](#)

Links

Coalition pledges

Council outcomes CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date Received	Petition Title and Petition Statement	Wards affected	Total Number of Signatories
5.1(a)	4 July 2014	<p>Dalmahoy Traffic Lights Needed</p> <p>Dear Edinburgh Council after 15 years of reporting that lives are in danger with cars trying to get out of Dalmahoy Golf Course / Hotel and Country Club and Ratho (nearest village) on the opposite side of the main A71 from Edinburgh to Kilmarnock.</p> <p>Exit from Dalmahoy and Ratho (road opposite) onto A71 is life threatening and one day someone will die and then it will be too late.</p> <p>An offer of a SLOW DOWN sign is not good enough after 15 yrs of complaining. The morning rush hour traffic is horrendous with no one giving way and the cars pile up the roads on either side. Maybe someone could just try this out and see how they feel risking their lives just trying to get home.</p>	Ward 02 Pentland Hills	1528 signatures
5.1(b)	4 July 2014	<p>Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village</p> <p>We the undersigned would like City of Edinburgh Council to halt in their plans to decommission the Craigpark play park, and to support us in developing the play park and community space in consultation with local residents, which meets the needs of our growing population.</p>	Ward 02 Pentland Hills	571 signatures

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Stair Lighting – Energy Efficiency Proposal – referral from the Health, Social Care and Housing Committee

Item number	8.1
Report number	
Wards	All

Executive summary

The Health, Social Care and Housing Committee on 9 September 2014 considered a report on a proposal to introduce new energy efficient lighting systems in 14,000 tenemental blocks of flats across the city. The Committee referred the report to the Transport and Environment Committee for information.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report

Terms of Referral

Stair Lighting – Energy Efficiency Proposal

Terms of referral

- 1.1 On 9 September 2014, the Health, Social Care and Housing Committee considered the attached report by the Acting Director of Services for Communities on a proposal to introduce new energy efficient lighting systems in 14,000 tenemental blocks of flats across the city.
- 1.2 Replacing the existing light fittings and bulbs with a more efficient LED system could generate savings on existing costs of over 50% through reduced maintenance and electricity costs, as well as a reduction in carbon emissions.
- 1.3 It was projected that the work would take four years to complete (subject to the results of a procurement exercise) at an estimated capital cost of £9 million (£6 million for LED light fittings and £2.9 million in associated labour costs).
- 1.4 The project was not included in the Capital Investment Programme and thus requires Council approval to be taken forward.
- 1.5 The Health, Social Care and Housing Committee agreed:
 - 1.5.1 To seek approval from Council to procure a contract for the introduction of new energy efficient lighting systems in 14,000 communal stairs across the city.
 - 1.5.2 To note the final decision on the award of a contract would be taken by Council or the Finance and Resources Committee.
 - 1.5.3 To refer the report to the Transport and Environment and Finance and Resources Committees for information.
 - 1.5.4 To note that the Acting Director of Services for Communities would look at the possibility of including motion sensors or switches as part of the contract specification.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to note the attached report.

Background reading / external references

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Morris Smith, Committee Team Leader

E-mail: morris.smith@edinburgh.gov.uk | Tel: 0131 529 4227

Links

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

Health, Social Care and Housing Committee

10am, Tuesday, 9 September 2014

Stair Lighting – Energy Efficiency Proposal

Item number

Report number

Executive/routine

Executive

Wards

All

Executive summary

The Council provides a stair lighting service to 14,000 tenemental blocks of flats in Edinburgh, serving up to 84,000 residents. This costs the Council approximately £2.1 million per year in energy and maintenance costs. The Council is currently the only local authority in Scotland that provides such an extensive stair lighting service to residents, free of charge.

On 18 March 2014, a presentation on the options for improving the energy efficiency of stair lighting by installing and fitting LED lighting systems, was discussed at the Transport and Environment Policy Development and Review Sub Committee. It was requested that a business case be developed to provide further details on the costs of an LED replacement programme. The outcome of which would be reported to a future Health, Social Care and Housing Committee.

This report advises that upgrading approximately 90,000 light fittings to LED on a 'spend to save' basis will generate savings on existing costs of over 50%, through reduced maintenance and electricity costs, as well as a reduction in carbon emissions.

Links

Coalition pledges

[P8, P50](#)

Council outcomes

[CO16, CO18, CO19](#)

Single Outcome Agreement

[SO4](#)

Stair Lighting – Energy Efficiency Proposal

Recommendations

It is recommended that Health, Social Care and Housing Committee:

- 1.1 Agrees to seek approval from Council to procure a contract for the introduction of new energy efficient lighting systems in 14,000 communal stairs across the city.
- 1.2 Notes the final decision on the award of a contract will be taken by Council or Finance and Resources Committee.
- 1.3 Refers the report to Transport & Environment Committee and Finance and Resources Committee for information.

Background

- 2.1 On 18 March 2014, a presentation on the options for improving the energy efficiency of stair lighting by installing and fitting LED lighting systems, was discussed at the Transport and Environment Policy Development and Review Sub Committee. It was requested that a business case be developed which considered the cost and viability of installing LED technology, the outcome of which would be reported to a future Health, Social Care and Housing Committee.
- 2.2. Most private housing developments, built since mid 1970, do not benefit from this free service. These newer developments pay for their stair lighting through factoring arrangements. The Council is currently the only local authority in Scotland, and possibly the UK, which provides free stair lighting to residents living in flats, accessed by communal stairs.

Main report

- 3.1 The stair lighting service costs the Council approximately £2.1 million each year. This is split between electricity costs of approximately £0.9 million and maintenance, bulb replacement and reactive repair costs of approximately £1.2 million.
- 3.2 Rather than replacing current bulbs with like for like, it is proposed to replace around 90,000 fittings and bulbs with more energy efficient lighting systems. This would lead to reduced energy and maintenance costs, as well as a reduction in carbon emissions.

- 3.3 A pilot installation in six stairs, containing 62 homes, was carried out and completed in July 2014. All those residents were asked to complete a questionnaire on the quality of the work and the level of light in the stair after the installation. To date 12% of the questionnaires issued have been returned, all of which reported 100% satisfaction with the installation and the quality of light.

Measures of success

- 4.1. The measures of success are:
- Reduced maintenance and replacement costs.
 - Reduced energy costs.
 - Reduced carbon emissions.
 - Customer Service Satisfaction.

Financial impact

- 5.1. The capital cost for upgrading the light fittings is estimated to be approximately £9 million (£6 million for LED light fittings and £2.9 million in associated labour costs).
- 5.2. It is projected that the work will take four years to complete, subject to the results of a procurement exercise. Following the completion of the upgrade it is estimated that the annual cost of the service will reduce by 52%, from £2.1 million to £0.9 million. The upgrade will achieve significant savings in both maintenance and energy costs. It is anticipated that maintenance costs will reduce from £1.2 million to approximately £0.4 million and energy costs will reduce from £0.9 million to approximately £0.5 million, based on current prices. This calculation does not take energy price inflation into account, so the financial benefit to the Council could be significantly higher.
- 5.3. Current analysis of the Energy Market predicts that costs will double over the next 10 years, therefore, without the upgrade it is anticipated that energy costs for stair lighting would increase to £1.8 million by 2025, compared to an anticipated £1.1million, following the LED upgrade. The upgrade could therefore deliver an additional savings of £0.7 million.
- 5.4. The capital costs required to fund the LED lighting upgrade would be met from prudential borrowing, borrowed over a period of 10 years. It is anticipated that the savings in running costs would meet the £1.2 million a year borrowing costs, over the term of the loan. In addition other funding options will be explored.
- 5.5. The current business case is based on the best available market information for the supply of such systems and the Council's current borrowing rate of 5.25%. This business case will be refined to reflect the results of the

procurement exercise and any changes to borrowing assumptions. The refined business case will be presented to Finance and Resources Committee for approval, along with the results of the procurement exercise.

Risk, policy, compliance and governance impact

- 6.1 As this project is not contained within the agreed capital programme approval from Council will be required to procure and thereafter to award the contract and agree the capital programme.
- 6.2 This policy will help contribute to the Council's target of reducing energy consumption in its own buildings by 20% by 2020, as set out in its Energy Policy approved at Transport and Environment Committee on 27 August 2013.
- 6.3 By improving the energy efficiency of existing homes, the LED light replacement programme also contributes to the Council's objectives identified in the Sustainable Edinburgh 2020 plan and its Homes and Energy Strategy.
- 6.4 The use of prudential borrowing to fund this programme will be subject to approval of Finance and Resources Committee and full Council.

Equalities impact

- 7.1 There are no negative equality or human rights impacts arising from this report.

Sustainability impact

- 8.1. The impacts of this report have been considered in relation to the Climate Change (Scotland) Act 2009 Public Bodies Duties. The proposals in this report will reduce carbon emissions. The installation of LED lighting systems would save approximately 2,100 tonnes of CO₂ each year.

Consultation and engagement

- 9.1 The business case for installing LED light fittings has been produced in conjunction with Financial Services.
- 9.2 Consultation was carried out with the 62 residences within the pilot installation project. All residents were asked to complete a questionnaire on the quality of the work and the level of light in the stair after the installation.

Background reading/external references

[Climate Change \(Scotland\) Act 2009: Public Bodies Duties](#)

[Energy Policy, Transport and Environment Committee, 27 August 2013](#)

[Sustainable Edinburgh 2020 Annual Report, Corporate Policy and Strategy Committee, 10 June 2014](#)

John Bury

Acting Director of Services for Communities

Contact: Alex Burns, Manager, Edinburgh Building Services

E-mail: alex.burns@edinburgh.gov.uk | Tel: 0131 529 5890

Links

Coalition pledges	P8 – Make sure the city’s people are well-housed, including encouraging developers to build residential communities starting with brown field sites. P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council outcomes	CO16 – Well Housed – People live in a good quality home that is affordable and meets their needs in a well managed Neighbourhood. CO18 – Green – We reduce the local environmental impact of our consumption and production CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Delivering the Local Transport Strategy 2014-2019: School Streets - School Selection Process

Item number	8.2
Report number	
Executive/routine	Routine
Wards	All

Executive summary

The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot 'school streets' at up to five schools. School street closures form part of a suite of options to help create safer, more pleasant environments to encourage travel to school by foot and by bike.

This report outlines the selection process undertaken to identify the pilot schools and the rationale behind the proposal to increase the number of schools from 5 to 11.

Links

Coalition pledges	P32 , P44
Council outcomes	CO5 , CO22
Single Outcome Agreement	SO4

Delivering the Local Transport Strategy 2014-2019: School Streets - School Selection Process

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the continuing progress made on developing the project;
 - 1.1.2 approves the list of pilot schools so that consultation can commence in November 2014; and
 - 1.1.3 requests a report on the outcomes of the consultation to Transport and Environment Committee on 17 March 2015.

Background

- 2.1 The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot school streets at up to five schools. The pilot schemes will prohibit traffic on streets outside or around school entrances at specific times of day. This creates a safer, more pleasant environment in which to encourage travel to school by walking and cycling. It would also benefit residents and local businesses by reducing congestion, and levels of air and noise pollution.
- 2.2 On 4 June 2014, the Committee approved the recommendations on the selection and consultation process to select schools for inclusion in this project.
- 2.3 The results of the selection process are set out in this report for approval to progress to the community consultation phase of the project.

Main report

- 3.1 A letter was sent to schools on 15 April 2014, inviting expressions of interest to participate in the pilot scheme. A total of 31 schools applied; three schools, Queensferry, Wardie and Balgreen Primary Schools, were deemed unsuitable as the school entrance is on a bus route, so reducing the number to 28.

- 3.2 In order to draw up a prioritised list, the schools were then requested to provide additional information to support their case. This information was provided by 20 schools; St George's School for Girls withdrew their application at this point.
- 3.3 Key selection criteria were then used to rank interested schools for inclusion within the pilot, including:
- the proven positive support from school staff, parents and school councils;
 - the current number of travel planning, walking, cycling and curriculum initiatives being undertaken;
 - the practicalities of delivering the scheme, including availability of diversion routes around the closure;
 - the availability of suitable 'Park and Stride' locations (ie alternative locations where parents can park away from the school and walk eg supermarket/leisure centre car parks);
 - the percentage of children currently travelling to school by car (Source: Sustrans Hands Up travel survey 13/14); and
 - the levels of congestion at school gates.

The ranked priority list is attached as Appendix 1.

- 3.4 Given the high level of interest, it is proposed to extend the number of pilot schemes from 5 to 10, which will benefit 11 schools. Duddingston and St John's RC Primary Schools will be included within one scheme as their entrances are on adjoining roads. This will ensure that school traffic from one school will not be displaced on to streets around the other.
- 3.5 The shortlisted schools are also located on a variety of different road types, such as culs-de-sac, through roads and schools with multiple gates. The information from the evaluation of these different schemes will be used to inform the development of any model for a future, wider, roll out.
- 3.6 Two rounds of consultation will be undertaken; consultation with Phase One schools will commence in November 2014 and with Phase Two schools in January 2015. Consultation will take place with local residents, businesses, local elected members and community groups and a report on the outcomes will be presented to the Transport and Environment Committee on 17 March 2015. If the Committee agrees to proceed with the pilot following consultation, implementation of Phase One is planned to come into operation in August/September 2015 and Phase Two in December 2015. This timetable is provisional, as it could be subject to changes resulting from objections received during the Experimental Traffic Regulation Order process.

Measures of success

- 4.1 Success will be measured through:
- i) a reduction in traffic congestion and speed around school gates as measured through before and after traffic speed and volume surveys;
 - ii) an increase in walking and cycling, and reduction in car trips as measured through the annual Sustrans Hands Up Survey;
 - iii) a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through attitude surveys and questionnaires; and
 - iv) the evaluation of the consultation feedback, which will inform the decision as to which schemes should be implemented.

Financial impact

- 5.1 A total of £20,000 has been set aside for preliminary design and legal costs in this financial year. This will be met from the Road Safety capital budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will also ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.

- 7.2 The group most likely to be impacted on are those with disabilities, if access is denied to blue badge holders. This will require further investigation and development.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh by reducing the number of vehicles and congestion outside school gates and encouraging pupils to walk or cycle to school.

Consultation and engagement

- 9.1 It is proposed that consultation is undertaken with all stakeholders, including schools, residents, local businesses, community groups, Councillors and statutory consultees over a four to six week period. Consultation at Phase One schools will be carried out before the end of December 2014, with Phase Two commencing early in 2015.
- 9.2 The outcome of the consultation process will be reported back to this Committee, including recommendations on the implementation of pilot schools in March 2015.

Background reading/external references

Local Transport Strategy 2014-2019

http://www.edinburgh.gov.uk/downloads/file/12323/the_new_local_transport_strategy_2014-2019

John Bury

Acting Director of Services for Communities

Contact: Caroline Burwell Road Safety Manager

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

Links

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

School street selection- priority list

School	1. NP	2. Type	3. Support		4. Initiatives		5. Ease of delivery		6. Park & Stride options			7. % Travel by car to school		8. Congestion		9. Score
Duddingston Primary School	E	L	3	10	3	5	E	7	Surrounding streets	Many	10	38	5	H	10	47
St Johns RC Primary School	E	L	3	10	2	1	E	7	Surrounding streets	Many	10	52	10	M	5	43
Abbeyhill Primary School	CC	C	2	5	3	5	VE	10	Retail Park, Lower London Road	Many	10	24	2	H	10	42
Colinton Primary School	SW	L	3	10	7	10	E	7	Tesco	Many	10	26	2	L	2	41
Sciennes Primary School	S	TR	3	10	5	5	E	7	Surrounding streets	Lim	5	26	2	H	10	39
Cramond Primary School	W	MG	3	10	9	10	C	2	Surrounding streets	Many	10	38	5	L	2	39
Towerbank Primary School	E	L	3	10	5	5	E	7	Leisure centre	Many	10	15	1	M	5	38
St Peter's RC Primary School	S	L	3	10	4	5	E	7	Waitrose	Lim	5	NR	0	H	10	37
Clermiston Primary School	W	L	1	0	6	10	E	7	Surrounding streets	Many	10	33	5	M	5	37
Bonaly Primary School	SW	TR	2	5	6	10	E	7	Surrounding streets	Many	10	28	2	L	2	36
Buckstone Primary School	SW	A	3	10	6	10	C	2	Surrounding streets	Many	10	16	1	L	2	35
Gilmerton Primary School	S	TR	3	10	5	5	C	2	Morrisons	Many	10	30	5	L	2	34
St Catherines Primary School	S	TR	3	10	4	5	C	2	leisure centre	Many	10	31	5	L	2	34
St Ninians RC Primary School	E	C	3	10	1	1	E	7	Surrounding streets	Lim	5	30	5	M	5	33
St John Vianney	S	A	2	5	2	1	C	2	Surrounding streets	Many	10	54	10	M	5	33
Holy Cross Primary School	N	C	1	0	3	5	VE	10	Surrounding streets	Lim	5	41	10	L	2	32
Pentland Primary School	SW	MG	2	5	6	10	C	2	Surrounding streets	Lim	5	30	5	M	5	32
Bruntsfield Primary School	S	C/L	3	10	2	1	E	7	Surrounding streets (CPZ restricts options)	Nil	0	16	1	H	10	29
Roseburn Primary School	W	A	2	5	4	5	C	2	ice rink	Many	10	18	1	M	5	28
Victoria Primary School	CC	TR	2	5	5	5	C	2	Asda	Lim	5	32	5	M	5	27
Hermitage Park Primary School	CC	TR	2	5	4	5	C	2	Surrounding streets	Lim	5	22	2	M	5	24
St Marys RC Primary School (Leith)	CC	L	1	0	3	5	E	7	Retail outlets 10 mins walk	Lim	5	20	2	M	5	24
Bun-sgoil Taobh na Pàirce	CC	C	1	0	0	0	VE	10	Shops	Lim	5	23	2	M	5	22
Gylemuir Primary School	W	L	1	0	2	1	E	7	Tesco	Many	10	25	2	L	2	22
Forthview Primary School	N	L/TR	2	5	5	5	C	2	Surrounding streets	Lim	5	17	1	L	2	20
Broomhouse Primary School	SW	TR	1	0	4	5	C	2	Surrounding streets	Lim	5	10	1	L	2	15
Craigroyston Primary School	N	MG	1	0	4	5	C	2	shops	Lim	5	19	1	L	2	15
St Georges School for Girls	Withdrawn from process															
Balgreen Primary School	Bus route															
Queensferry Primary School	Bus route															
Wardie Primary School	Bus route															

Phase 1-implementation Aug 15

Phase 2- Dec 15

1. Neighbourhood Partnership

CC City Centre
S South
SW South West
E East
W West
N North

2. Type of proposed school street(s)

C Cul-de-sac
L Loop
TR Through route
A Area
MG Multiple gates

3. Support level-information provided by head, parent council, residents, businesses

Rank	Score	Description
1	0	No additional information provided
2	5	Limited information, no photos, only from 1 source
3	10	Comprehensive information from several sources

4. Current number of travel plan, walking, cycling & curriculum initiatives being undertaken

Number	Score
1-2	0
2-5	5
>5	10

5. Practicalities of delivery

Type	Score	Description
C	2	Challenging - multiple entry points, challenging diversion route around closure
E	7	Easy- 2 entry points, no or simple diversion route needed
VE	10	Very easy- 1 entry point, no diversion route needed

6. Park and stride options - locations where parents can park away from school

Type	Score	Description
Nil	0	No available off road options- control parking zone, no pay & display spaces
Lim	5	Limited on street options
Many	10	On and off street options, lots of choice of streets

7. Percentage of children travel by car to school (Source: 'Hands Up' travel survey 13/14)

%	Score
<20	1
20-30	2
30-40	5
>40	10

8. Congestion

Level	Score	Description
Low	2	Available spaces, no congestion, free flowing traffic
Medium	5	Kerbside parking all full, limited evidence of poor behaviour (pavement/double parking, on zigzags)
High	10	No space, extensive evidence of poor behaviour, severe impact on residents

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Objections to Traffic Regulation Order – Leith Walk (Balfour Street to Lorne Street)

Item number	8.3
Report number	
Executive/routine	Executive
Wards	Leith Walk

Executive summary

The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Leith Walk, which will transform the nature and operation of these streets. The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.

In order to facilitate the changes on Leith Walk between Balfour Street and Lorne Street, a Traffic Regulation Order is required. This report details the results of the statutory consultation for this Order.

One objection was received in response to the advertised Order, and this objection is considered within this report.

Links

Coalition pledges	P44 , P45
Council outcomes	CO19 , CO22
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order – Leith Walk (Balfour Street to Lorne Street)

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objection received to the advertised Traffic Regulation Order, and the Council's comments in response; and
 - 1.1.2 sets aside the objection received, and gives approval to make the Traffic Regulation Order as advertised.

Background

- 2.1 The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the whole length of Leith Walk, which will transform the nature and operation of these streets. The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.

Main report

- 3.1 Works to Constitution Street were completed in November 2013. The next phase of the Programme being implemented is the section of Leith Walk between Pilrig Street and Duke Street (Phase Two).
- 3.2 A Traffic Regulation Order for Phase Two (TRO/13/51) was advertised in November 2013. Objections to this TRO were reported to the Transport and Environment Committee on 18 March 2014. Committee gave its approval to:
 - make the Order in part, omitting three localised areas;
 - refer two of these areas to a public hearing; and
 - initiate a new TRO process for the revised proposals in the third area (Balfour Street to Lorne Street).

- 3.3 The proposals for the Balfour Street to Lorne Street area include:
- changes to waiting and loading restrictions;
 - improved pedestrian crossing facilities, including a new puffin crossing south of Lorne Street;
 - the relocation of a bus stop; and
 - the relocation of domestic waste containers into dedicated road space.
- 3.4 The current Traffic Regulation Order which is in effect on this section of Leith Walk relates to the road layout which was in place prior to the commencement of the tram project. Plans showing the pre-Tram works layout, the proposals as advertised and revised proposals in this area are appended to this report.

Statutory Consultation

- 3.5 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft Traffic Regulation Order for the revised proposals was advertised between 1 August and 22 August 2014.
- 3.6 In response to the advertising of the draft Order, the Council received one objection. A copy of this objection is included in Appendix 1, along with the Council's written response to the objector.
- 3.7 The objection received to the advertised proposals was submitted by a local business owner situated on the west side of Leith Walk. The areas of concern which are highlighted in the objection are:
- the impact of the relocated pedestrian crossing facility on local schools; and
 - the impact of the new bus stop position on the business.
- 3.8 Both schools in the local area, Lorne Primary School on Lorne Street and Pilrig Park School on Balfour Street (which provides education for children with special needs) were visited and the proposed relocation of the pedestrian crossing was discussed with senior staff.
- 3.9 Under the proposals, the crossing would be moved 55 metres further north on Leith Walk. Pilrig Park School actively supports and encourages its pupils to travel independently. As pupils from Pilrig Park School would be required to walk this further distance to reach the crossing, and make readjustments to their established travel activities, the Council has committed to working closely with the school to support the school and pupils in the communication of this change. This may include, for example, use of specific artwork or signage designed in partnership with the school to indicate the changes on the street. In light of this, the school did not raise an objection to the advertised Order.

- 3.10 Lorne Primary School is comfortable with the proposals as it supports the school pupil's travel routes to school, and its emphasis on active travel to school. The pedestrian crossing would be moved closer to the school under the proposed new layout. In light of this, it did not raise an objection to the advertised Order.
- 3.11 With regards the impact of the bus stop, there are already a high number of buses on Leith Walk which pass the local business. However, as the bus stop is being relocated approximately 35 metres to the south, it is acknowledged that the queue will extend back to the objector's licensed tables and chairs area on occasions where more than one bus is waiting at the stop.
- 3.12 The design of the bus stop and shelter will take into account the area which is licensed for tables and chairs to ensure there is no conflict and to maintain sufficient footway width for pedestrians. In addition, in line with licence conditions, any premises with an outdoor tables and chairs area must place solid barriers at each end of the area, which should deter bus users from waiting within the area.

Measures of success

- 4.1 The measure of success for the Leith Programme will be an improved, more attractive environment along the Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists.

Financial impact

- 5.1 The costs associated with the Traffic Regulation Order are estimated at £1,000.
- 5.2 If approved, these changes will be carried out under the existing Leith Programme Phase Two contract as part of the ongoing works on Leith Walk between Pilrig Street and Duke Street.
- 5.3 The value of this contract is approximately £1.8 million and these costs are being met from capital funding allocated to the Leith Programme, which is being supplemented by a significant external funding award from the Scottish Government.

Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any risk, governance, compliance or regulatory implications arising from the proposals set out in this report.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the full Leith Programme commenced during the consultation stage of the scheme and will be in effect throughout the delivery of the project.

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.
- 8.2 The proposals in this report do not have any adverse impact on carbon emissions, adaptation to climate change or sustainable development.

Consultation and engagement

- 9.1 Statutory consultation was carried out between 1 August and 22 August 2014. This gave any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 As part of the wider Leith Programme, extensive consultation has been undertaken for the project with a wide range of stakeholders, with a dedicated webpage set up and regularly updated to provide information on the proposals. Neighbourhood Partnerships, local Members, Community Councils, cycling organisations, Lothian Buses and other community groups were all consulted on the wider proposals.
- 9.3 In addition, monthly Key Stakeholder Group meetings are ongoing, while Elected Member Oversight Group meetings are also held at key stages of the project.
- 9.4 Local ward members have been consulted on the contents of this report and no issues have been raised.

Background reading/external references

Appendix 1 – Objection received, and Council response to this objection

Appendix 2 – Plan of Pre-Tram works layout, proposals as previously advertised, and revised proposals.

John Bury

Acting Director of Services for Communities

Contact: Callum Smith, Senior Professional Officer, Projects Development

E-mail: c.smith@edinburgh.gov.uk | Tel: 0131 469 3592

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P45 – Spend 5% of the transport budget on provision for cyclists
Council outcomes	CO19 – Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Objection received, and Council response to this objection Appendix 2 – Plan of Pre-Tram works layout, proposals as previously advertised, and revised proposals.

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 12 August 2014 10:17
To: Callum Smith2
Subject: FW: TRO/14/20

Callum

Objection received for Leith Walk.

John

From: [REDACTED]
Sent: 12 August 2014 00:57
To: Traffic Orders
Subject: TRO/14/20

Dear Sir/Madam

I am writing to object to the above planning proposal.

I own the business at 260 - 262 Leith Walk.

I had objected to the previous proposal. I was given no notification by the council of this new proposal and have had no signs posted outside my business and as a result have missed the deadline of 1/8/14 for objecting but in light of the fact i received no notification i would expect my late objection to be considered.

I am objecting the removal of the pedestrian crossing from the end of two streets with schools on them, one of which is a school for children with special needs at which my nephew is a pupil. The children from this school use this crossing often and i think it's removal should be reconsidered on the grounds of safety.

I am also objecting the the siting of a bus stop outside my business. My business needs the extra income from tables and chairs on the pavement and buses constantly pulling up and idling next to the tables and chairs will be off putting both in terms of noise and pollution and will potentially reduce customer numbers and spending subsequently jeopardising my business. I think it will also make the managerial and staff monitoring of who is using the outside section of my business far more problematic due to people using my seating whilst waiting for buses. Given that the exterior seating is part of the licensed premises and therefore my staff and myself are responsible for ensuring no one is drunk or under the influence of drugs whilst on premises i think it very likely we could potentially face problems given the existing problems that are clearly apparent of people under the influence of drugs and alcohol using the bus services on Leith Walk. I also think there is a very great likely hood of potentially volatile situations occurring when myself and my staff are regularly faced with having to ask intoxicated non-customer to vacate the outdoor seating as a result of them waiting on buses.

To summarise, moving the bus stop up the street to the outside of my premises where it will damage my business and moving the pedestrian crossing down the street, away from the schools (especially the special needs school) will potentially be very problematic.

I look forward to your response

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Date 11 September 2014

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

OBJECTION TO TRO/14/20 – LEITH WALK (BALFOUR STREET TO LORNE STREET)

Thank you for your email dated 12 August 2014 stating your objection to the above Traffic Regulation Order. Please find some information below.

It is acknowledged that a queue of buses will extend back to the vicinity of your licensed tables and chairs area, when more than one bus is waiting at the new bus stop location. However, the footway outside your premises would be 5.75 metres wide under the new layout, so the tables and chairs area would be situated away from any queue of buses.

The design of the bus stop and shelter will take into account the area which is licensed for tables and chairs to ensure there is no conflict and to maintain sufficient clear footway width for pedestrians. In addition, in line with licence conditions, any premises with an outdoor tables and chairs area must place solid barriers at each end of the area, which should deter bus users from waiting within the area.

Discussions have been undertaken with senior staff at both Lorne Primary School and Pilrig Park School about the proposed relocation of the pedestrian crossing.

Pilrig Park School actively supports and encourages its pupils to travel independently. As pupils from the school would be required to make adjustments to their established travel activities to use the new crossing, the Council has committed to working closely with the school to support the school and pupils in the communication of this change. This may include, for example, use of specific artwork or signage designed in partnership with school to indicate the changes on the street. In light of this, the school did not raise an objection to the advertised Order.

Callum Smith, Senior Professional Officer, (Projects Development), Services for Communities

Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG

Tel 0131 469 3592 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



INVESTORS
IN PEOPLE | Gold



Lorne Primary School is comfortable with the proposals as they support the school's pupil travel routes. The pedestrian crossing would be moved closer to the school under the proposed new layout. In light of this, they did not raise an objection to the advertised Order.

Should the information provided above be sufficient to allow you to withdraw your objection, please could you reply in writing (letter or email) within 14 days of receipt of this letter. If we do not hear from you within this period, it will be assumed that you wish to maintain your objection.

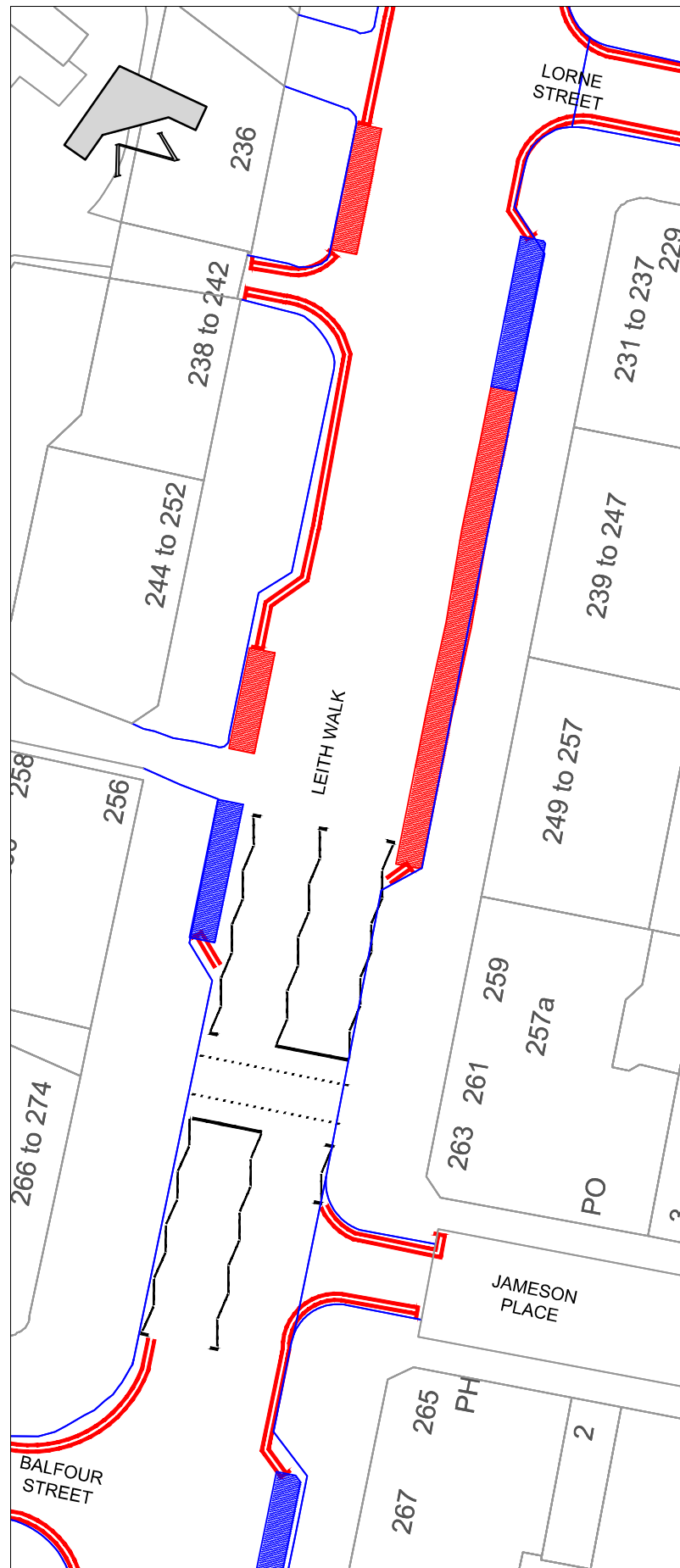
A report on the maintained objections will be made to the Council's Regulatory Committee on 28 October 2014, and your objection will be considered at this meeting. The report will be available on the Council's website seven days prior to the Committee meeting - this can be viewed at: <http://www.edinburgh.gov.uk/cpol>

Should you wish to discuss this matter further, please do not hesitate to contact me.

Yours sincerely



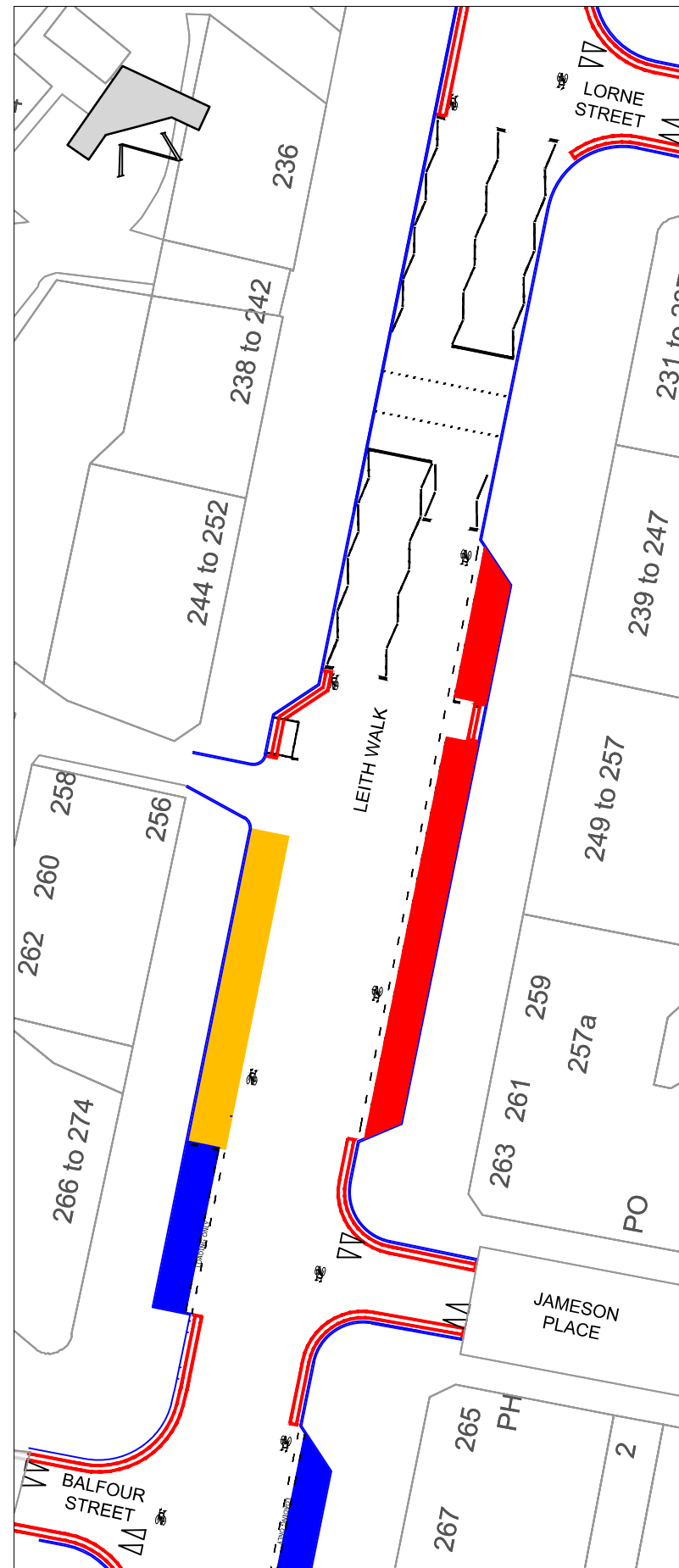
Callum Smith
Senior Professional Officer
(Projects Development)



PRE-TRAM MEASURES



PROPOSALS AS ORIGINALLY ADVERTISED



REVISED PROPOSALS

NOTES:

- Parking bay
- Loading bay
- Bus stop

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100023420 (2014)

REV	DETAILS	BY	DATE	CHECK



SERVICES FOR COMMUNITIES
The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

The Leith Programme
Traffic Regulation Orders
Leith Walk
Balfour Street to Lorne Street
Appendix 2

Date: 8 September 2014	Job No. 636045	Drawn by: A Parkinson
Scale: 1:500		Checked by: C Smith

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restriction Traffic Regulation Orders and Road Redetermination Order - TRO/13/46 and RSO/13/10 - Main Street, Ratho

Item number	8.4
Report number	
Executive/routine	
Wards	2 - Pentland Hills

Executive summary

In accordance with the planning obligations placed on the developer of the housing site situated between Freelands Road and the Union Canal, Ratho, orders relating to Main Street, Ratho, were promoted by the Council to:

- introduce 24 hour waiting restrictions (yellow lines); and
- to convert part of a footway to carriageway (redetermination).

In view of the objections received, it is proposed to amend the restrictions to:

- introduce waiting restrictions during the hours of 8am to 6pm on Monday to Friday on a section of Main Street;
- introduce loading restrictions during the hours of 8am to 9.15am and 4.30pm to 6pm on Monday to Friday on the same section of Main Street;
- introduce 24 hour waiting restrictions at the junction of Main Street and Ratho Park Road; and
- abandon the partial conversion of footway to carriageway (redetermination).

Links

Coalition pledges	P44
Council outcomes	C018 , CO22
Single Outcome Agreement	SO4

Objections to Proposed Waiting Restriction Traffic Regulation Orders and Road Redetermination Order - TRO/13/46 & RSO/13/10 - Main Street, Ratho

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 makes an amended Traffic Regulation Order for double yellow lines in accordance with the appended plan;
 - 1.1.2 notes that the Road Redetermination Order will not be made; and
 - 1.1.3 notes that the statutory procedures to introduce a single yellow line prohibiting waiting (Monday–Friday 8am-6pm) and loading (Monday-Friday 8-9.15am and 4.30–6pm) and an additional section of double yellow line are to be progressed and will be subject to further consultation.

Background

- 2.1 A Traffic Regulation Order and a Road Redetermination Order were part of the conditions of the planning consent to improve the vehicular flow on Main Street, Ratho. The orders were required to widen the carriageway and introduce double yellow line waiting restrictions on Main Street, Ratho.
- 2.2 On 14 March 2014, a Traffic Regulation Order (TRO) for 24 hour waiting restrictions was advertised in the local press and by street notice.
- 2.3 A Road Redetermination Order was advertised on 18 October 2013 to convert to carriageway part of the northern footway of Main Street, Ratho to the west of its junction with School Wynd.

Main report

- 3.1 The 24 hour waiting restrictions and road widening proposals were identified in the Transport Assessment (TA), submitted by the developer with planning application 09/01067/FUL. The intention of the proposal was to ease a local 'bottleneck' caused by parked cars reducing the carriageway to a single lane from the bend at the junction of Main Street/Ratho Park Road to the junction of Main Street with Dalmahoy Road. Double yellow lines were proposed outside the bowling club and opposite Dalmahoy Road to reduce the 180 metres length of single lane to two lengths of approx 50 metres. The long stretch of one way operation had been identified as causing particular difficulties for buses.
- 3.2 Seventeen objections were received regarding the TRO proposals for Main Street. In line with the majority views of the objectors, it is proposed that the double yellow line section outside the bowling green be dropped and a new statutory process commenced to introduce a single yellow line prohibiting waiting Monday–Friday 8am to 6pm and loading Monday–Friday 8 to 9.15am and 4.30 to 6.pm.
- 3.3 The majority of objectors opposed the road widening proposal. In accordance with these objections, the proposal will be dropped and the Road Redetermination Order will not be made.
- 3.4 Four of the 17 objectors withdrew their objections after being advised of the amendments as detailed above. All of the objections, and the Council's response to these, is detailed in Appendix 2 to the report.
- 3.5 The loss of parking was cited as the main valid reason for objection in the correspondence received. This was principally because of the effect the loss of parking will have on residents' opportunity to park on street, but also because it is considered by most objectors that the long section of single lane working acts as a natural traffic calming point in the village.
- 3.6 The amendments as detailed on the plan in Appendix 1 would result in the loss of five kerbside parking spaces as opposed to eight under the order as originally promoted. It is considered therefore that, as far as possible, the concerns of the objectors have been addressed. Furthermore these five kerbside spaces will be available to the public before 8am and after 6pm Monday to Friday and all day on Saturday and Sunday.

Measures of success

- 4.1 It is considered that the introduction of the waiting and loading restrictions will improve the operational efficiency of the Lothian bus service between Ratho village and the tram/rail interchange at Edinburgh Park station.

Financial impact

- 5.1 All costs for advertising the TROs have been met by the developer of the new housing sites and all costs associated with implementing the restrictions will be borne by them.

Risk, policy, compliance and governance impact

- 6.1 The Traffic Regulation Orders will allow traffic to flow freely down the Main Street and protect pedestrians crossing the road at the Main Street/Ratho Park Road junction.

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 In accordance with TRO and RSO procedures the orders were advertised for public consultation as detailed in section 2. A total of 17 formal objections were received. Four of the objections were withdrawn as a result of the changes being made (as per paragraphs 3.2 and 3.3 above). All local Councillors have been consulted regarding the changes with one objection being received. This was withdrawn in view of the proposed amendments.

Background reading/external references

Appendix 1 – Plan of TRO amendment

Appendix 2 – Objections

John Bury

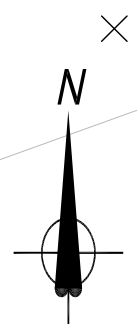
Acting Director of Services for Communities

Contact: Andy Bogle, Project Officer, Transport Policy and Planning/Development Control

E-mail: andy.bogle@edinburgh.gov.uk | Tel: 0131 529 3926

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Plan of double and single yellow line markings Appendix 2 – List of objections



El
Sub Sta
Bowling
Green

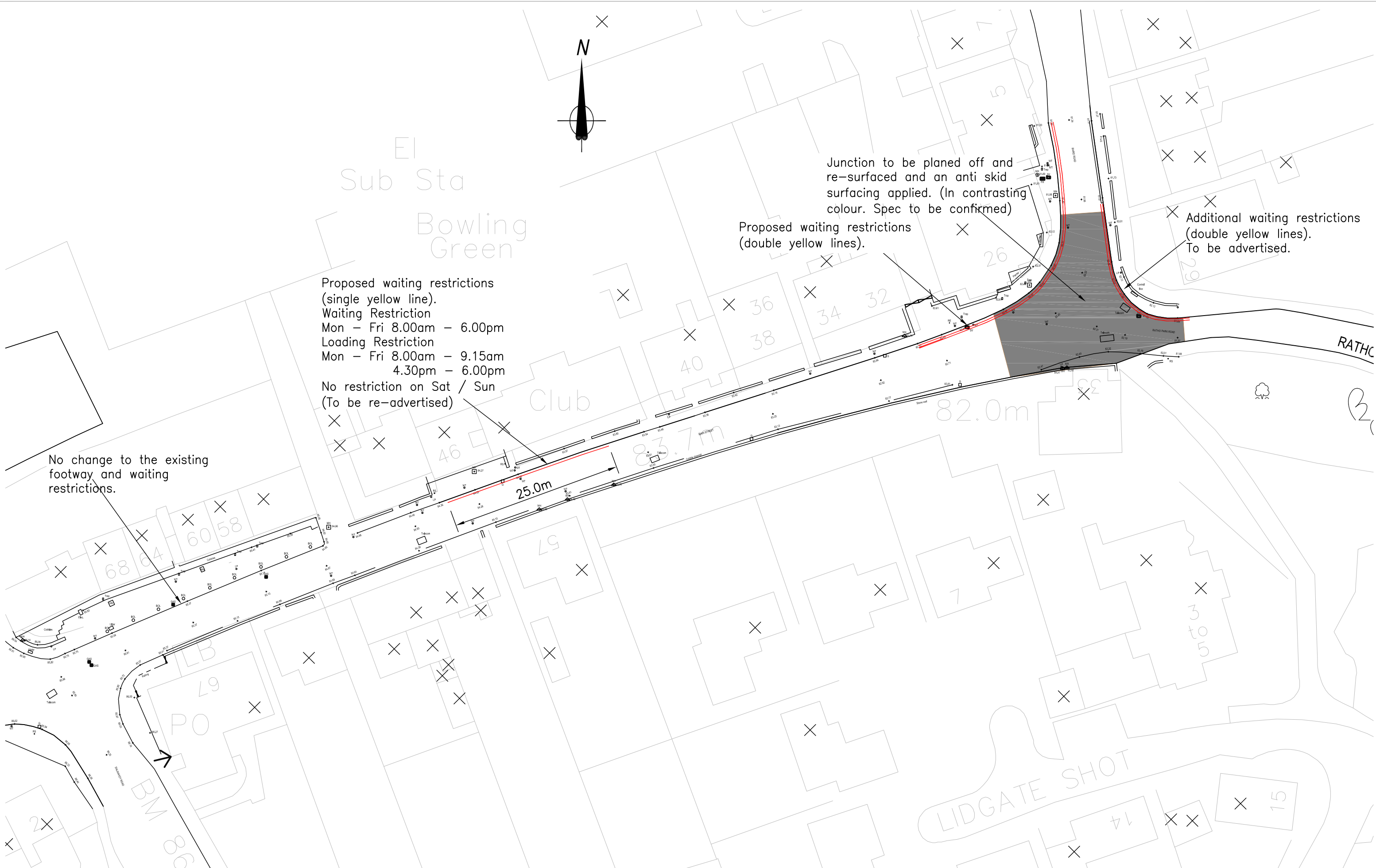
Junction to be planed off and re-surfaced and an anti skid surfacing applied. (In contrasting colour. Spec to be confirmed)

Proposed waiting restrictions (double yellow lines).

Additional waiting restrictions (double yellow lines). To be advertised.

Proposed waiting restrictions (single yellow line).
Waiting Restriction
Mon - Fri 8.00am - 6.00pm
Loading Restriction
Mon - Fri 8.00am - 9.15am
4.30pm - 6.00pm
No restriction on Sat / Sun
(To be re-advertised)

No change to the existing footway and waiting restrictions.



Halcrow Yolles
16 Abercromby Place Edinburgh EH3 6LB
Tel +44 (0)131 272 3307 Fax +44 (0)131 272 3301
halcrowyolles.com

Client
CALA HOMES (EAST) LTD.

Notes
FREELANDS FARM RATHO

Rev	By	Chkd	Apprvd	Date	Description
A	BST	SWKT	SWKT	04.06.11	ANTI-SKID SURFACING ADDED

Drawing
TRO / 13 / 46

Drawn by: JMJ	Date: 07.06.10
Checked by: EM	Date: 07.06
Approved by: SWKT	Date: 07.06.10
Drawing No. 08-4704-PSHCFD-9003	Revision A
Drawing Scale: 1:500 @ A3	

Ratho RSO and TRO
List of Responses

No	Date of Response	Valid grounds of objection		Other negative comments										Positive comments			Questions/suggestions									
		Loss of kerbside parking for residents	Loss of footway space	Statement of reasons inaccurate	Concern that road widening and parking removal may lead to increase in speed of traffic	Possible in property values/investment in village as result of proposal	Support for local views regarding objections	No requirement for raised table	Village cannot accommodate traffic rise from additional housing	Inappropriate for developers driving to be used	Plan show incorrect house number	Passageway at 45 unsuitable for off street parking	Raised table support as will slow traffic	Support for shorter section of double yellow in middle	Support/no objection to proposed east end double yellow lines	Introduce a Village wide 20mph restriction	Encourage traffic to bypass village	Tighten junction	Install a second raised junction at Dalmahoy Rd/School Wynd	Install traffic lights	Build a bypass	Provide double yellow lines at east end				
1		✓		✓	✓									✓	✓			✓	✓							
2	03/04/2014	✓			✓																					
3	03/04/2014	✓			✓																		Objection Withdrawn			
4	03/04/2014	✓			✓	✓														✓						
5	14/03/2014						✓							✓		✓						✓				
6	02/04/2014	✓			✓																		Objection Withdrawn			
7	21/03/2014	✓			✓				✓								✓									
8	04/04/2014				✓	✓											✓									
9	04/04/2014	✓			✓																					
10	01/04/2014				✓																					
11	03/04/2014	✓	✓		✓	✓								✓												
12	18/03/2014	✓	✓																							
13	17/03/2014		✓		✓																					
14	02/04/2014	✓					✓																Objection Withdrawn			
15	04/04/2014	✓	✓		✓																					
16	31/03/2014	✓																								
17	01/04/2014	✓										✓	✓													
		Original	13	4	4	11	2	1	1	2	0	1	1		3	1	2		1	2	1	1	1	1	1	2
		Withdrawn	3	0	0	2	2	0	0	0	0	1	0		0	0	0		0	0	0	0	0	0	0	0
		Outstanding	10	4	4	9	0	1	1	2	0	0	1		3	1	2		1	2	1	1	1	1	2	

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Objections to TRO/13/22B at the Junction of Buckstone Terrace and Waterfield Road

Item number	8.5
Report number	
Executive/routine	
Wards	8 - Colinton/Fairmilehead

Executive summary

Traffic Regulation Order (TRO/13/22B) to introduce double yellow lines at the junction of Buckstone Terrace and Waterfield Road, was promoted by the Council in accordance with a planning obligation placed on the developer of the housing site, situated to the rear of the Scottish Water Offices on Buckstone Terrace. One objection was received to the proposals. This report proposes that this objection is set aside and the order made as advertised.

Links

Coalition pledges	P44
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to TRO/13/22B at the Junction of Buckstone Terrace and Waterfield Road

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objection received; and
 - 1.1.2 makes the Traffic Regulation Order as advertised.

Background

- 2.1 In February 2014, a Traffic Regulation Order (TRO) to implement 24 hour waiting restrictions at the junction of Waterfield Road and Buckstone Terrace was advertised. The requirement for this TRO was identified as part of the considerations of the planning application (12/03027/AMC), for the redevelopment of Scottish Water's treatment works, to the south of Scottish Water's offices, on Buckstone Terrace.

Main report

- 3.1 Cala Management Limited and David Wilson Homes East Scotland were granted planning consent on 20 December 2012, to construct 275 residential units on land owned by Scottish Water, at its former treatment works.
- 3.2 The junction at Buckstone Terrace and Waterfield Road was to be improved and widened, to accommodate the anticipated increase in traffic resulting from this development.
- 3.3 To improve road safety at the junction, waiting restrictions were to be placed on Waterfield Road and Buckstone Terrace, to assist drivers exiting the new development.
- 3.4 It was observed during the site visits to the scheme, that the staff at the remaining Scottish Water's office, park their vehicles on Waterfield Road and Buckstone Terrace and obscure the junction.
- 3.5 There has been one objection to the Order by e-mail, from the Secretary of the Fairmilehead Community Council, stating that the waiting restrictions are too severe. The e-mails are attached to this report as Appendix 2.

- 3.6 A member of the Council's Transport team met the Secretary of the Fairmilehead Community Council on site to discuss further the proposed layout. The Secretary intimated that he did not wish to withdraw his objection if the waiting restrictions to the north were to remain.
- 3.7 The restrictions are required to improve the sightlines exiting the development. At present, vehicles park either side of the junction and obstruct the sightlines, making the manoeuvre exiting the junction hazardous. The introduction of the waiting restrictions will improve the sightlines to the north and south of the junction and improve safety when exiting the residential development. The extent and level of restriction is appropriate to achieve this.
- 3.8 The Council has received a number of complaints concerning the sightlines from residents who have already occupied the Cala/Barratt development.

Measures of success

- 4.1 It is considered that the introduction of the waiting restrictions will improve the sightlines on Buckstone Terrace.

Financial impact

- 5.1 All costs for advertising the TROs and installing the restrictions have and will be met by the two developers of the residential scheme.

Risk, policy, compliance and governance impact

- 6.1 The Traffic Regulation Orders will allow the safe use of the junction and prevent indiscriminate parking in and around the junction.

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 The TRO was advertised in the Scotsman on 13 February 2014, and street bills were attached to lamp columns/fences around the junction.
- 9.2 The local Councillors have also been consulted. No comments were received.

Background reading/external references

Appendix 1 – Proposed Junction Improvement Works Plan (attached).

Appendix 2 – Copies of correspondence

John Bury


Acting Director of Services for Communities

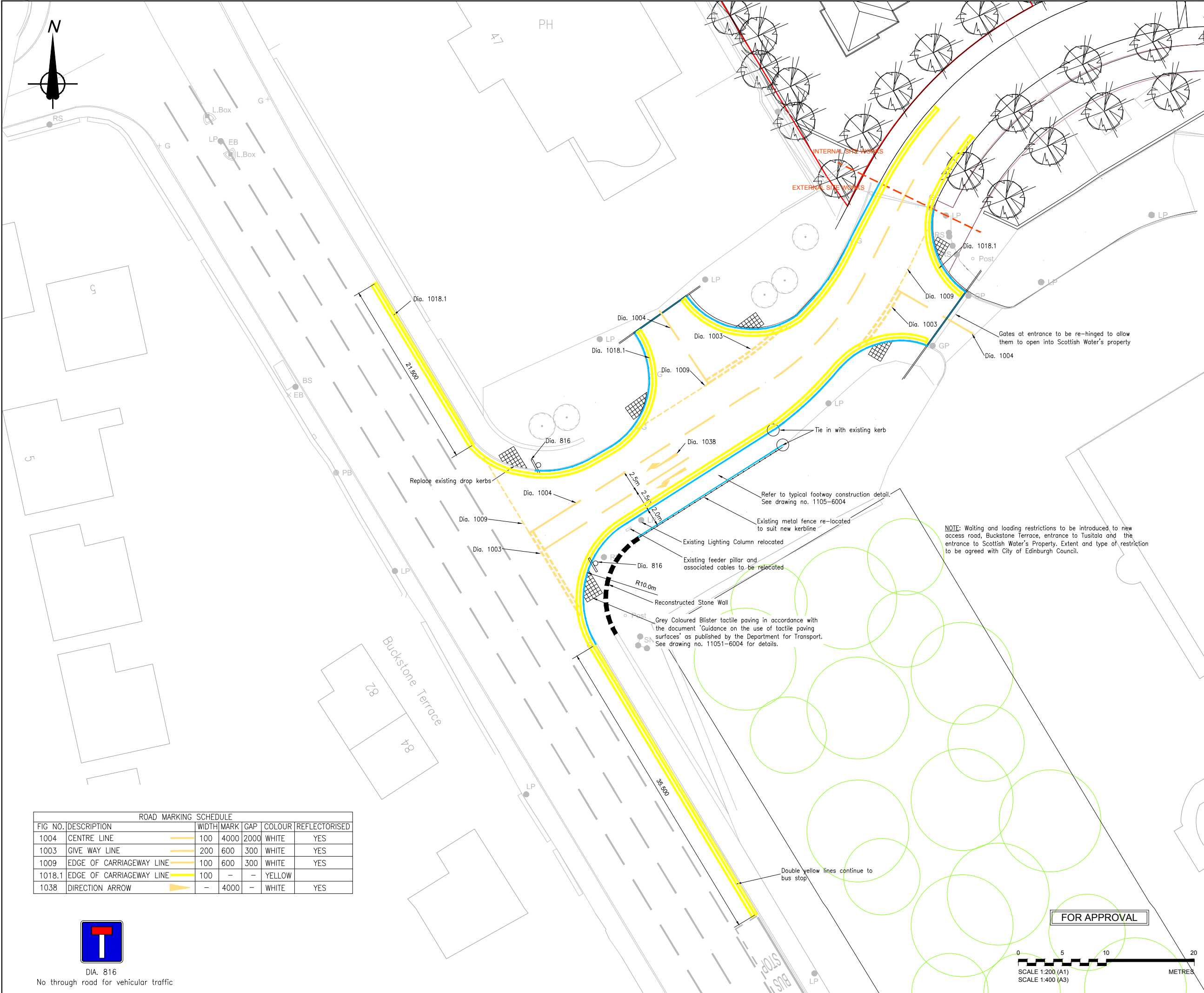
Contact: Andy Bogle, Project Officer, Transport Policy and Planning/Development Control

E-mail: andy.bogle@edinburgh.gov.uk | Tel: 0131 529 3926

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Plan of double yellow line markings Appendix 2 – Objections and responses

Notes:
 This drawing is to read in conjunction with relevant specification and all other relevant drawings issued by the engineer and architect.
 All dimensions and levels to be checked on site and the engineer notified of any discrepancies prior to commencement of work.
 Do Not Scale if in doubt ask.
 DRAWING FORMERLY NO. 11051-6002
KEY:
 Denotes Proposed Kerblines

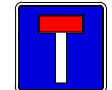


NOTE: Waiting and loading restrictions to be introduced to new access road, Buckstone Terrace, entrance to Tusitola and the entrance to Scottish Water's Property. Extent and type of restriction to be agreed with City of Edinburgh Council.

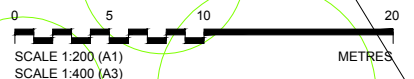
THIS IS THE DRAWING REFERRED TO IN OUR APPLICATION ON BEHALF OF HALCROW VOLLES.
 SIGNED.....(agent).
 DATE.....

Rev	By	Chkd	Apprvd	Date	Description
F	BST	AB	AB	11.03.14	AMENDED TO CLARIFY PROPOSED ROAD MARKINGS.
E	LB	ST	ST	20-0-10	Tactile layout revised at Scottish Water Entrance
D	LB	ST	ST	26-5-13	Tactile added at Scottish Water Entrance
C	LB	ST	ST	13-12-12	Amendments made following comments from Edinburgh City Council
B	LB	ST	ST	15-11-12	Note added regarding relocation of existing feeder pillar (Drawing No. PH004/11051-6002)
A	LB	ST	ST	16.10.12	Final file updated at back of footway

ROAD MARKING SCHEDULE						
FIG NO.	DESCRIPTION	WIDTH	MARK	GAP	COLOUR	REFLECTORISED
1004	CENTRE LINE	100	4000	2000	WHITE	YES
1003	GIVE WAY LINE	200	600	300	WHITE	YES
1009	EDGE OF CARRIAGEWAY LINE	100	600	300	WHITE	YES
1018.1	EDGE OF CARRIAGEWAY LINE	100	-	-	YELLOW	-
1038	DIRECTION ARROW	-	4000	-	WHITE	YES




DIA. 816
 No through road for vehicular traffic



FOR APPROVAL

Client
CALA HOMES (EAST) LTD.
 David Wilson Homes

16 Abercromby Place, Edinburgh EH3 6LB
 Tel +44 (0)131 272 3307 Fax +44 (0)131 272 3301
 www.halcrow.com

A CH2M HILL COMPANY 

Project
FAIRMILEHEAD RESIDENTIAL

Drawing
Appendix 1

PROPOSED JUNCTION IMPROVEMENT WORKS

Drawn by: LB Date: 24.09.12
 Checked by: ST Date: 24.09.12
 Approved by: ST Date: 24.09.12

Drawing No. **12-4828-6002** Revision **F**

Drawing Scale: 1:200 @ A1

DRAWING NAME & LOCATION - VUE11A114828 FAIRMILEHEAD RESIDENTIAL UNDOING/DOING/AMENDING/WORKS IMPROVEMENTS ALONG SECTION DWS
 DATE OF ISSUE - 24.09.12
 DRAWN BY - LB
 CHECKED BY - ST
 USER NAME - The Bymark

APPENDIX 2

13 February 2014	E-mail to Councillors
6 March 2014	Objection from Secretary, Fairmilehead Community Council
31 March 2014	Response to Secretary, Fairmilehead Community Council from Andrew Bogle with additional drawing
31 March 2014	Response from Secretary, Fairmilehead Community Council to Andrew Bogle's e-mail

Andy Bogle

From: Sharon Lansdowne on behalf of Traffic Orders
Sent: 16 September 2014 09:13
To: Andy Bogle
Subject: FW: Traffic Order TRO/13/22B - Notice of Advert
Attachments: 13_22B Plans.pdf

Hi Andy

As discussed, here is a copy of the email which also had a copy of the plans for the TRO attached, that was sent to Councillors the day before the public consultation began.

Cheers

Sharon

From: Sharon Lansdowne **On Behalf Of** Traffic Orders

Sent: 13 February 2014 15:59

To: Catherine Fullerton; Denis Dixon; Donald Wilson (Lord Provost); Eric Milligan; Elaine Aitken; Jason Rust; Richard Lewis; Andrew Burns; David Key; Gavin Corbett; Alex Lunn; Joan Griffiths; Stefan Tymkewycz

Subject: Traffic Order TRO/13/22B - Notice of Advert

Dear Councillor

Information on the above Proposed Traffic Order, which affects roads within the Ward you represent, can be found on our website from **14 February 2014 until 7 March 2014** under reference **TRO/13/22B**.

www.edinburgh.gov.uk/trafficorders

Regards

Sharon Lansdowne
Traffic Orders Administration Officer.
City Chambers, Room 10.19, Transport, Services for Communities, Edinburgh, EH1 1YJ
Tel 0131 469 3290 or trafficorders@edinburgh.gov.uk

Introduce 24 hour waiting restrictions:- Baronscourt Road, Buckstone Terrace, Frogston Road West, Lilyhill Terrace, Longstone Gardens/Road/Terrace, Meadowbank Avenue/Crescent, Moat Terrace, Oxgangs Brae/Path/Road, Oxgangs Road North, Parsons Green Terrace, Pentland Terrace, Queen Margaret Close, Scone Gardens, Slateford Road, St. Triduana's Rest and Waterfield Road

From: Secretary [mailto:Secretary@FairmileheadCC.org.uk]
Sent: 06 March 2014 22:21
To: Traffic Orders
Subject: Objection to TRO/13/22B

Dear Sirs

On behalf of Fairmilehead Community Council I wish to object to TRO/13/22B as far as it relates to Buckstone Terrace/Waterfield Road. This matter was discussed at our meeting on Tuesday 4 March 2014.

We object on the following grounds:

- 1 The plan provided by developer is indistinct and does not appear to comply with the necessary standards.
- 2 The double yellow lines are already installed and have been since before April last year. On 22 April 2014 I contacted Clarence to report the fact that illegal DYs were in place. Subsequently a member of the local roads team contacted me and assured me that as they had been installed by the developer in error they would be removed or painted over.

As the lines were still in place in July last year I contacted Clarence again. Mr Andrew McBride, Development Control Manager, SFC Transport responded and said "I am reluctant to instruct the developers contractor to burn off the ones in place in view of the damage this is likely to cause to the road surface."

I did inform him that there were proposals for a light controlled crossing, possibly pedestrian, at the locus a fact that he was aware of because I was able to convince the Development Management Committee to impose this as one of the conditions when the planning permission was granted. Both myself and Mr McBride were present at this meeting. These proposals would have the effect on any restrictions at the junction but there was a refusal to remove the lines.

Since then the lines have been in place but obviously unenforceable as they are illegal.

- 3 As mentioned above there are discussions ongoing about the installation of a light controlled pedestrian crossing at or near the junction. The developer has submitted a planning application 13/04998/OBL to allow variation of the conditions of the planning permission to allow for the diversion of funding for the crossing.

This crossing will require restrictions to traffic control such as zig zag lines and perhaps yellow lines. These restrictions will be required on both sides of Buckstone Terrace. It is suggested that the present proposals are premature and that the proposals for DYs on Buckstone Terrace at Waterfield Road be removed from the order until such time as a decision is made regarding the location of the pedestrian crossing and its associated restrictions.

In summary our objections are:

- 1 No proper drawing of the proposals has been published. The one provided by the developer does not appear to comply with the necessary requirements.
- 2 The proposed restrictions are already in place and have been since at least April last year. These lines are illegal.
- 3 The proposed restrictions are premature and will require amendment when the final placing of the light controlled pedestrian crossing at the locus is decided.

Yours faithfully

Secretary
Fairmilehead Community Council

e-mail: secretary@fairmileheadcc.org.uk
web: www.fairmileheadcc.org.uk

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Andy Bogle

From: Andy Bogle
Sent: 31 March 2014 12:33
To: 'Secretary'
Cc: Andrew McBride; Sharon Lansdowne; 'Martin Findlay'
Subject: RE: Objection to TRO/13/22B
Attachments: TRO Drawing Buckstone.pdf

Mr

I attach a further drawing showing the TRO proposals for the junction, which is more distinct.

In regard to the yellow lines which have already been laid I agree that the developer was a bit premature in laying them but they were having enormous problems with indiscriminate parking by the employees of Scottish Water and these lines have cleared this problem.

The pedestrian crossing is a separate issue and will take quite some time to install as the Council will have to go through a consultation process with the local residents, who may object to the proposals. The pedestrian crossing location is still to be determined but if it was to proceed then the new waiting restrictions with regard to the pedestrian crossing would have to be revisited and any amendments to the Traffic Regulation Order made at that time.

The waiting restrictions are being put in place to ensure that the new junction operates safely and that the sightlines onto Buckstone Terrace are not obstructed.

The new development is progressing very quickly with quite a number of units already occupied.

In this regard I would appreciate it if you could withdraw your objection so that the Council can proceed with the Order.

If you wish to discuss this further then I am quite happy to meet with you to iron out any issues.

Yours sincerely

Andy Bogle

0131 529 3926 (direct dial)

Andy Bogle

From: Secretary [Secretary@FairmileheadCC.org.uk]
Sent: 31 March 2014 14:54
To: Andy Bogle
Subject: RE: Objection to TRO/13/22B

Andy

Thanks for the clearer drawing. Having seen it there is an additional objection in that the restrictions on the main road seem excessive in length. I also have doubts about the length of those for Waterfield Road.

Regarding the existing lines I disagree that the parking at the entrance, whether by Scottish Water employees or others, was causing problems of access to the site. Whether it was a problem or not the DYs should not have been installed without a TRO or they should have been removed when they were. The lines are illegal and unenforceable and the Council should have ensured that they were removed when they were informed of the illegality. They failed to do so on several occasions and I am still considering whether this warrants a complaint to the Ombudsman.

At this time I am not prepared to withdraw the objection although I am prepared to take up your offer to meet and suggest that this be on site to discuss the issues.

However at present that section of the Comiston Road is being resurfaced and there are restrictions in place in the area so I suggest any meeting waits until the roadworks are finished which according to the timetable is not until 13 April.

Regards

Secretary
Fairmilehead Community Council

Transport and Environment Committee

10:00am, Tuesday, 28 October 2014

Objections to Proposed Removal of Share Use Parking Places and Introduction of Loading Bay – Logie Green Road

Item number	8.6
Report number	
Executive/routine	
Wards	12 – Leith Walk

Executive summary

In February this year, the Planning Committee approved an application for a new development at 11 Logie Green Road, which included a Class 1 retail outlet (13/03546/FUL). To service this outlet, it was considered necessary to set aside an area of carriageway, adjacent to the building for loading/unloading to take place.

Objections were received, when the proposals to remove shared use parking places, to facilitate the introduction of the loading bay, were advertised to the public. This report addresses the representations made by the objectors and recommends that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

Links

Coalition pledges	P28
Council outcomes	CO7 , CO8 , CO9 , CO26
Single Outcome Agreement	SO1

Objections to Proposed Removal of Shared Use Parking Places and Introduction of Loading Bay – Logie Green Road

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received; and
 - 1.1.2 makes the TRO as advertised.

Background

- 2.1 In 2008, planning consent was given for the demolition of a former warehouse and the construction of a mixed development at No 11 Logie Green Road, which included a Class 1 retail unit. A number of amendments were made to this proposal and final approval was given at the Planning Committee in February of this year.
- 2.2 To service the retail unit, it was proposed that a loading bay should be provided adjacent to the development. To allow this bay to be introduced, a section of shared use parking places would have to be removed (see attached plan, Appendix 2).

Main report

- 3.1 The TRO to make the necessary amendments was advertised from 6 until 30 June 2014. Three letters of objections and a petition with 47 signatures were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.

- 3.2 Although the introduction of the loading bay will reduce the number of parking spaces currently available, it will stop vehicles off-loading outside residential or business premises and moving loads along the footway thereby reducing the risk to both pedestrians and delivery staff. The introduction of a dedicated loading bay will also minimise the likelihood of delivery vehicles double parking, a practise that causes road safety problems for other road users. Furthermore, the creation of a loading bay will reduce the incidence of shared parking bays being used for loading/unloading.
- 3.3 Vehicles servicing the development will be instructed to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will be mainly adjacent to the retail unit and not the surrounding residential premises.

Measures of success

- 4.1 The loading bay will provide opportunity for delivery and goods vehicles to load and unload which will lead to a reduction in double parking, greatly improve road safety and cause less problems for other road users.
- 4.2 Delivery and goods vehicles will have a dedicated area for loading and unloading meaning that on street parking places will be used by residents, or others with business and shopping needs.
- 4.3 The introduction of a dedicated loading bay will improve road safety and access to kerb side space for all road users

Financial impact

- 5.1 The costs for undertaking the necessary works will be will be met by the retail development.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed. The introduction of the loading bay will remove the need for deliveries to be moved, from other locations in Logie Green Road along the footway, reducing the possibility of conflicts with young, disabled or elderly persons.

Sustainability impact

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

Consultation and engagement

- 9.1 These proposals have been advertised in the press, on-street and on the Council website.
- 9.2 The proposals were formed as a result of planning consent.
- 9.3 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

Contact: John Richmond, Traffic Orders Manager

E-mail: john.richmond@edinburgh.gov.uk | Tel: 0131 469 3765

Links

Coalition pledges	P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
Council outcomes	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 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.
Appendices	Appendix 1- Details of the objections Appendix 2 - Plan of the proposed loading bay

Objections to Proposed Removal of Shared Use Parking Places and Introduction of Loading Bay – Logie Green Road

Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

	Issue	Response
1.	There is insufficient residential or public parking in Logie Green Road. The proposal would reduce the number even further.	Loading/unloading places are provided to give larger vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait within the bay to carry out the delivery etc. provided activity is seen at the vehicle. Parking attendants will enforce any misuse of the loading bay. It will also avoid delivery vehicles waiting in other shared use bays in the area to off-load and preventing residents and other from using them.
2.	We pay for permits to allow us to park in the road we live.	Delivery vehicles are permitted to load/unload in all parking places, as well as on yellow line areas. If a dedicated loading bay was not provided then these vehicles may wait in the parking places on Logie Green Road, preventing residents or others using them.
3.	The noise level from the delivery vehicles will be extremely disturbing.	Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the loading bay will remove the need for deliveries to be moved, from other locations in Logie Green Road along the footway. Any noise impact from delivery vehicles will therefore be minimal.
4.	Traffic congestion and pollution will increase as traffic coming from Tesco supermarket will be held up by the delivery vehicles.	The introduction of the loading place will restrict the number of vehicles which may load/unload at the store. The dedicated loading bay will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.
5.	If there are less permit holders parking spaces for residents in Logie Green Road will the cost of the permit be reduced for these residents.	See 2 above

NOTES

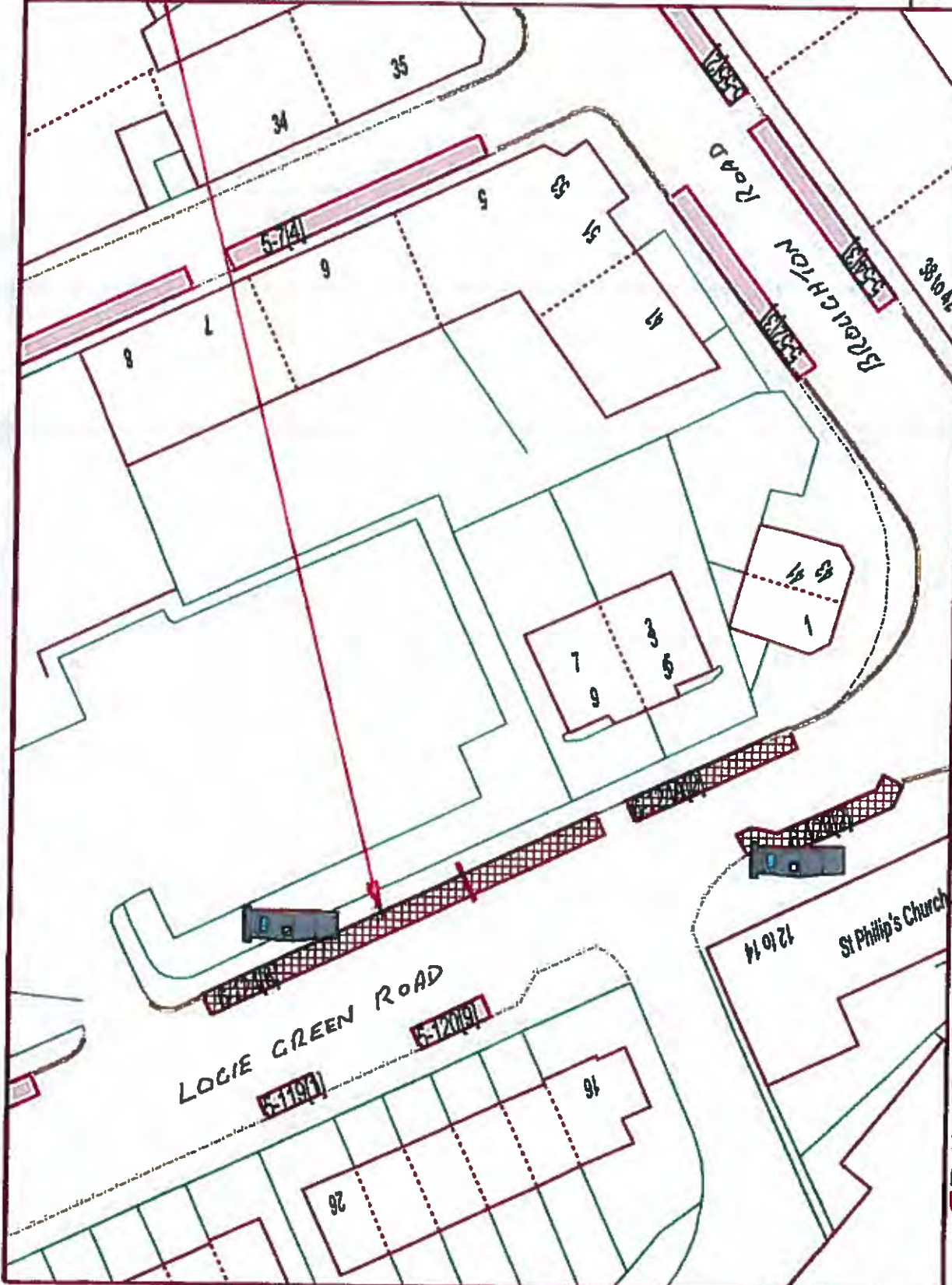
REMOVE SHARED USE
PARKING PLACE AND
REPLACE WITH
LOADING BAY AT
NEW DEVELOPMENT

Produced using Southcoast GIS

Date: 03/04/2014

Drawn By:

Dwg No:



LOGIE GREEN ROAD
WAITING RESTRICTIONS

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH4 6DU
Tel: 0131 200 2000

1:500



The survey contained in this plan has been
prepared from an Ordnance Survey map
as the possession of the Corridor of HO20
Data Copyright

Transport & Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – Frogston Road West at Queen Margaret Close

Item number	8.7
Report number	
Executive/routine	
Wards	8 – Colinton / Fairmilehead

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Frogston Road West. This proposal aims to improve road safety for all users by maintaining sightlines for vehicles exiting the cul-de-sac of Queen Margaret Close and pedestrians crossing the junction. This report considers the objections received during the public consultation of the Traffic Regulation Order TRO13/22B and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Waiting Restrictions – Frogston Road West at Queen Margaret Close

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objections and agrees to implement the Traffic Regulation Order, as amended in the report.

Background

- 2.1 Representation was made by a local Councillor to Services for Communities regarding safety concerns caused by the obstruction of sightlines when exiting Queen Margaret Close onto the busy Frogston Road West. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to introduce double yellow line waiting restrictions at the junction.
- 2.2 The purpose of the TRO is to facilitate safe egress from Queen Margaret Close onto Frogston Road West by preventing the obstruction of sightlines by vehicles parked at the junction.

Main report

- 3.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The sightlines were assessed by the South West Neighbourhood Roads Team and initial proposals were drawn up, as set out in Appendix One, to introduce waiting restrictions at the corners of the junction, extending for 30 metres to the east due to the curvature of the road and seven metres to the west.
- 3.2 There were 22 objections received, stating identical concerns to the proposed restrictions. All of these were from members of staff from the Marie Curie Hospice at 45-47 Frogston Road West. They cited a lack of necessity for such restrictions due to the relatively small number of residents of Queen Margaret Close. They raised concerns about the removal of on-street parking and its effect on staff, as the car park at the hospice is for visitors only.
- 3.3 The objectors all suggested that the restrictions should be limited to 10 metres to the east of the junction. In light of the objections the South West Neighbourhood Roads Team revisited the plans and deemed it appropriate to reduce the extent of the restrictions to the east of Queen Margaret Close to 20 metres. The amendments are set out in Appendix Two.
- 3.4 The revised TRO proposal was presented to the objectors, subsequently one objection was removed and 21 objections were maintained.

- 3.5 It is not considered that the objections to the proposed waiting restrictions are sufficient to ignore the safety implication of allowing restricted sightlines to continue to exist at this junction Frogston Road West, given its high volume of traffic.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signage at the locations. This is anticipated to be in the region of £1,000.
- 5.2 This cost can be met from within the existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties; there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment, with minimal negative impact on the standard of living due to loss of parking amenity.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below:
- The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 Requests were made by local residents and taken up by a local Councillor to prevent parking around this junction, with a view to improving road safety by ensuring unobstructed sightlines.
- 9.2 The Traffic Regulation Order (TRO13/22B) was formally advertised from 14 February 2014 to 21 March 2014. During this period 22 responses were received objecting to the proposals, one was subsequently removed.
- 9.3 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

Contact: Dr Andy Edwards, Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Links

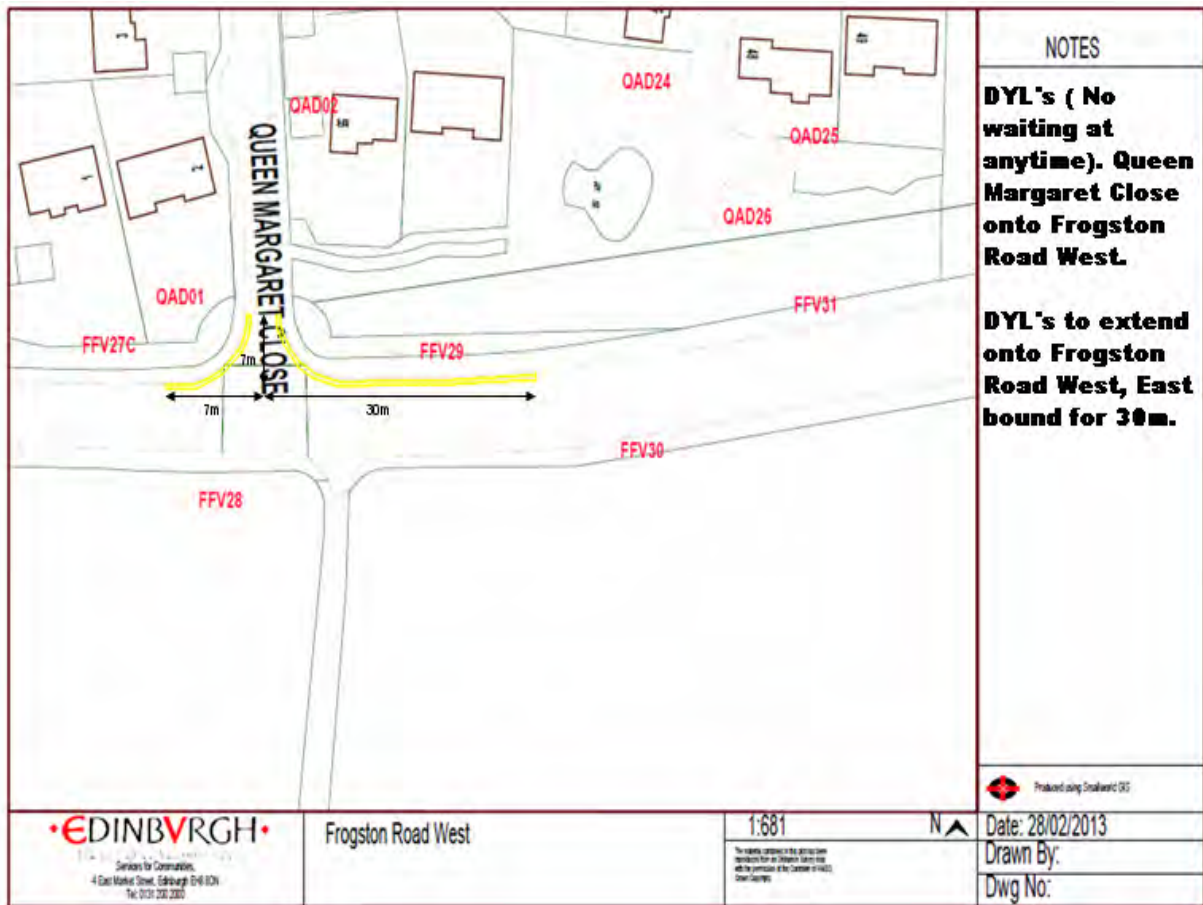
Coalition pledges

Council outcomes [CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city](#)

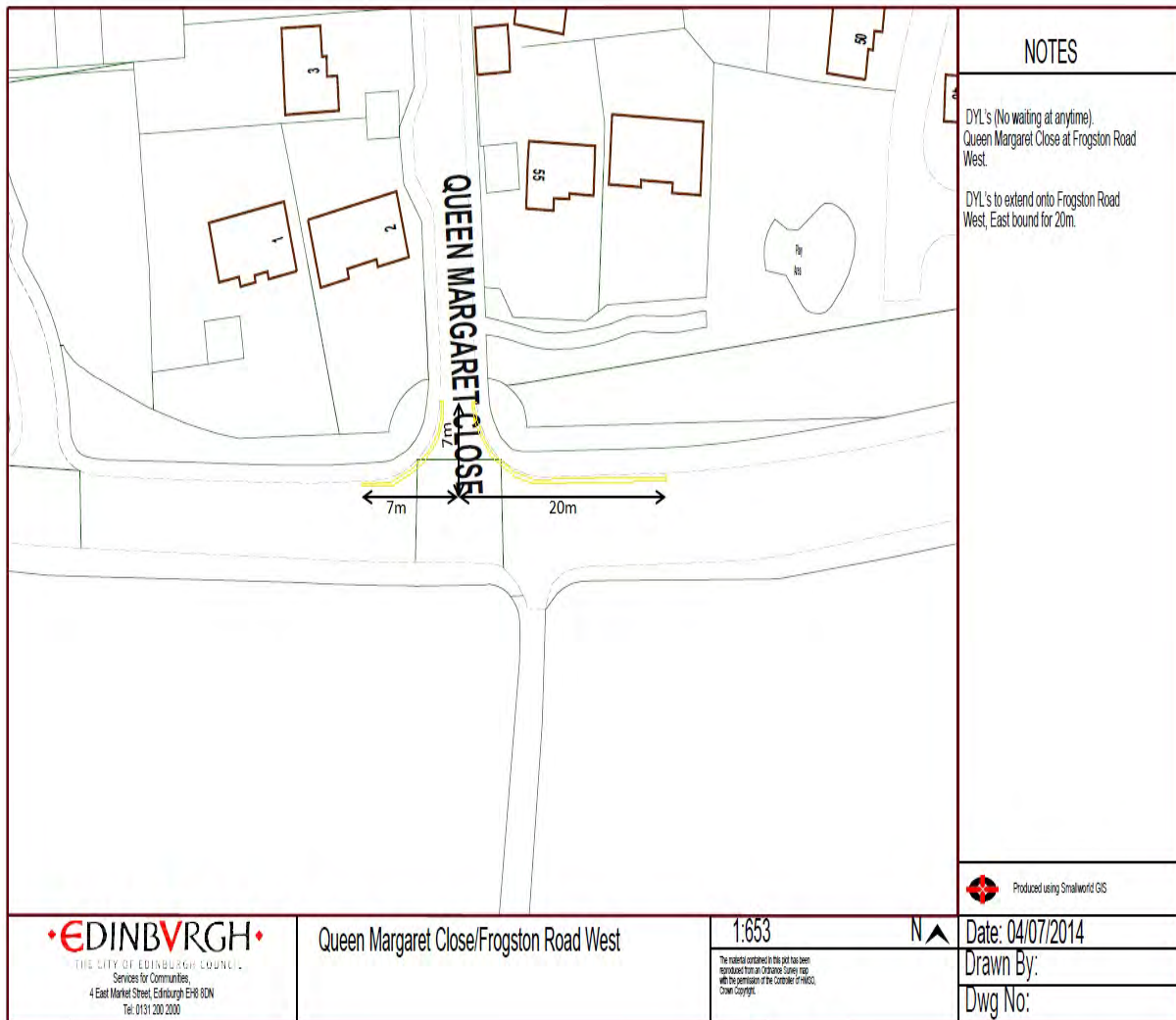
Single Outcome Agreement [SO4 – Edinburgh’s communities are safer and have improved physical and social fabric](#)

Appendices Appendix One – TRO/13/22B original proposed plan
Appendix Two – TRO/13/22B final proposed plan

Appendix One: TRO/13/22B original proposed plan



Appendix Two: TRO/13/22B final proposed plan



Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – Longstone Road

Item number	8.8
Report number	
Executive/routine	
Wards	7 – Sighthill / Gorgie

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Longstone Road, at the junctions of Longstone Terrace and Longstone Gardens. The TRO aims to improve road safety for all users by maintaining sightlines for vehicles exiting these side roads and pedestrians crossing the junctions. This report considers the objection received during the public consultation of TRO13/22B and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Waiting and Loading Restrictions – Longstone Road

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objection and approves the TRO.

Background

- 2.1 Representation was made by a local Councillor to Services for Communities regarding the negative impact on safety caused by the obstruction of sightlines when exiting the junctions of Longstone Gardens and Longstone Terrace onto the busy carriageway of Longstone Road. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to introduce double yellow line waiting and loading restrictions at the junction.
- 2.2 The purpose of the TRO is to facilitate safe egress from Longstone Gardens and Longstone Terrace onto Longstone Road, by preventing the obstruction of sightlines by vehicles parked at the junctions.

Main report

- 3.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The sightlines were assessed by the South West Neighbourhood Roads Team, and proposals were drawn up to introduce waiting restrictions for 10 metres at the corners of the junction with Longstone Terrace and for 15 metres at the corners of the junction with Longstone Gardens (As set out in Appendix 1).
- 3.2 One objection was received to the proposed restrictions. The objector felt that the issue of inconsiderate parking resulted from employees of the local Lothian Buses depot and requested the introduction of permit parking in the locality to preserve parking for local residents.
- 3.3 It is not considered that the objection to the proposed waiting restrictions are sufficient to ignore the safety implication of allowing restricted sightlines to continue to exist at this junction with the Longstone Road, due to its high traffic flow.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 Improved access to dropped crossings for pedestrians.

4.4 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signage in the proposed locations. It is anticipated to be in the region of £800.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties. There is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment, with minimal negative impact on the standard of living due to loss of parking amenity.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
- The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 Requests were made by local residents and taken up by a local Councillor to prevent inconsiderate parking around this junction to improve road safety by ensuring unobstructed sightlines.
- 9.2 TRO13/22B was formally advertised from 14 February 2014 to 21 March 2014. During this period one response was received objecting to the proposals.
- 9.3 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

John Bury

Acting Director of Services for Communities

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E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

Links

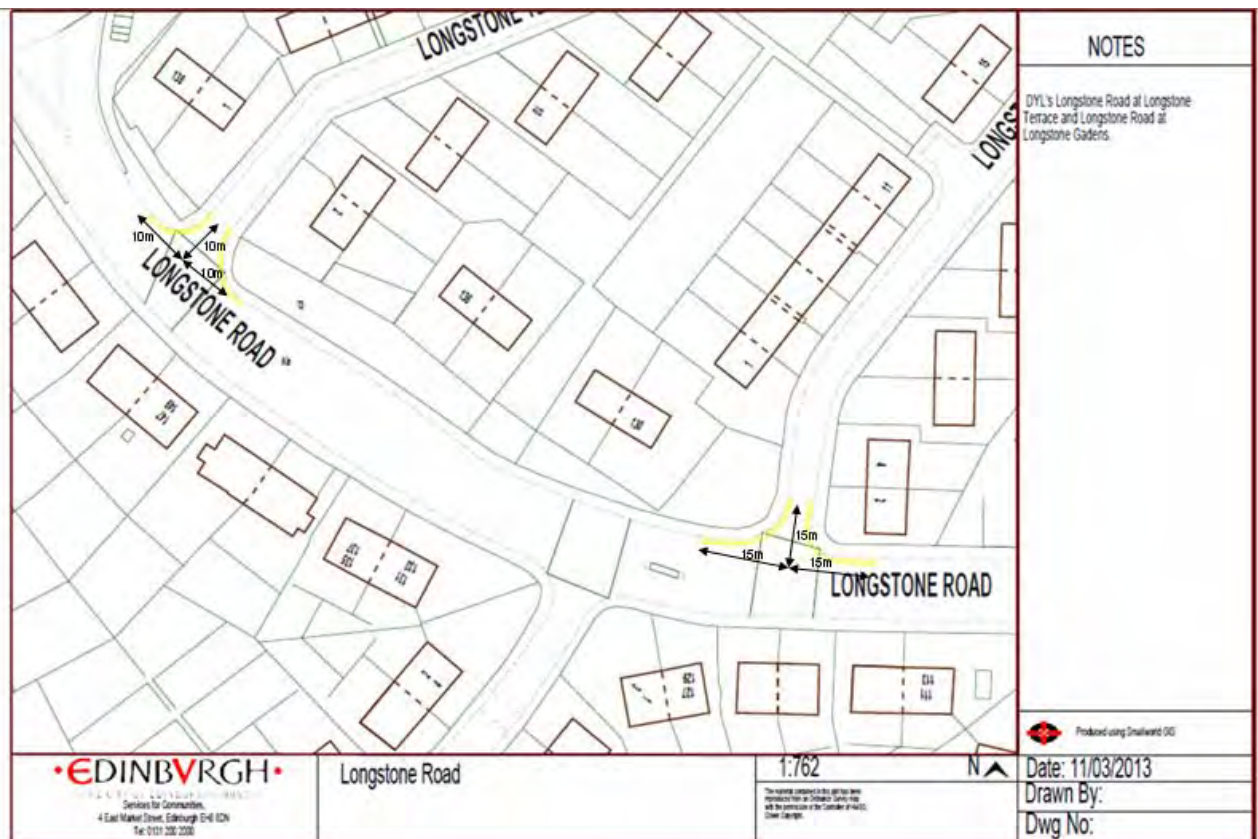
Coalition pledges

Council outcomes [CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city](#)

Single Outcome Agreement [SO4 – Edinburgh’s communities are safer and have improved physical and social fabric](#)

Appendices Appendix One – TRO13/22B final proposed plan

Appendix One– TRO13/22B final proposed plan



Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – Pentland Terrace

Item number	8.9
Report number	
Executive/routine	
Wards	8 – Fairmilehead / Colinton

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Pentland Terrace. The proposal aims to improve road safety for all users by maintaining sightlines for vehicles exiting the cul-de-sac and pedestrians crossing the junction. This report considers the objections received during the public consultation of TRO13/22B and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Waiting and Loading Restrictions – Pentland Terrace

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objection and approves the TRO, as amended.

Background

- 2.1 Representation was made by a local Councillor to Services for Communities regarding the negative impact on safety caused by the obstruction of sightlines when exiting the cul-de-sac of Pentland Terrace onto the busy carriageway of Comiston Road. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to introduce double yellow line waiting and loading restrictions at the junction.
- 2.2 The purpose of the TRO is to facilitate safe egress from Pentland Terrace cul-de-sac onto Comiston Road, by preventing the obstruction of sightlines by vehicles parked at the junction.

Main report

- 3.1 Concerns were raised by residents with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The sightlines were assessed by the South West Neighbourhood Roads Team and proposals were drawn up to introduce waiting restrictions at the corners of the junction, extending for 32.7 metres south to the bus stop and 22.5 metres north due to the topography of the junction and speed of traffic on Comiston Road (set out in Appendix One).
- 3.2 Two objections were received to the proposed restrictions. One of these felt that the length of the restrictions to the south was unnecessary and would adversely impact on access to their property. The second objector felt that no restrictions were needed at the location, as inconsiderate parking around the junction had not been witnessed.
- 3.3 In light of the objections made, the local roads team revisited the plans and deemed it appropriate to reduce the extent of the restrictions to the 16 metres south and 12.5 metres north of the cul-de-sac, set out in Appendix Two.
- 3.4 Following presentation of the revised TRO proposal to the objectors and ward Councillors, both objections were removed. However, a new objection to the revision was lodged by a separate resident, via the ward Councillor.
- 3.5 A site meeting was held with the new objector, ward Councillor and the South West Neighbourhood Roads Team. Safety considerations regarding sightlines

when exiting a driveway at the termination point of the northern extent of the restrictions were discussed.

- 3.6 As a result, the restrictions north of the cul-de-sac were extended from 12.5 metres to 15.5 metres. This proposal, as set out in Appendix Three, was agreed to be proportionate by all parties.
- 3.7 The second revision of the TRO proposal was presented to the original objectors and ward Councillors, subsequently one objection was reinstated.
- 3.8 It is not considered that the objection to the proposed waiting restrictions is sufficient to ignore the safety implication of allowing restricted sightlines to continue to exist at this junction with Comiston Road, given its high volume of traffic.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in likelihood of accidents due to improved sightlines.
- 4.3 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signage at the locations. It is anticipated to be in the region of £800.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties, there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment, with minimal negative impact on the standard of living due to loss of parking amenity.

Sustainability impact

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

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

Consultation and engagement

- 9.1 Requests were made by local residents and taken up by a local Councillor to prevent inconsiderate parking around this junction and improve road safety by ensuring unobstructed sightlines.
- 9.2 TRO13/22B was formally advertised from 14 February 2014 to 21 March 2014. During this period two responses were received objecting to the proposals.
- 9.3 A further site meeting was held on Monday 12 May 2014, to discuss the amendment to the proposals with concerned parties.
- 9.4 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

John Bury

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Links

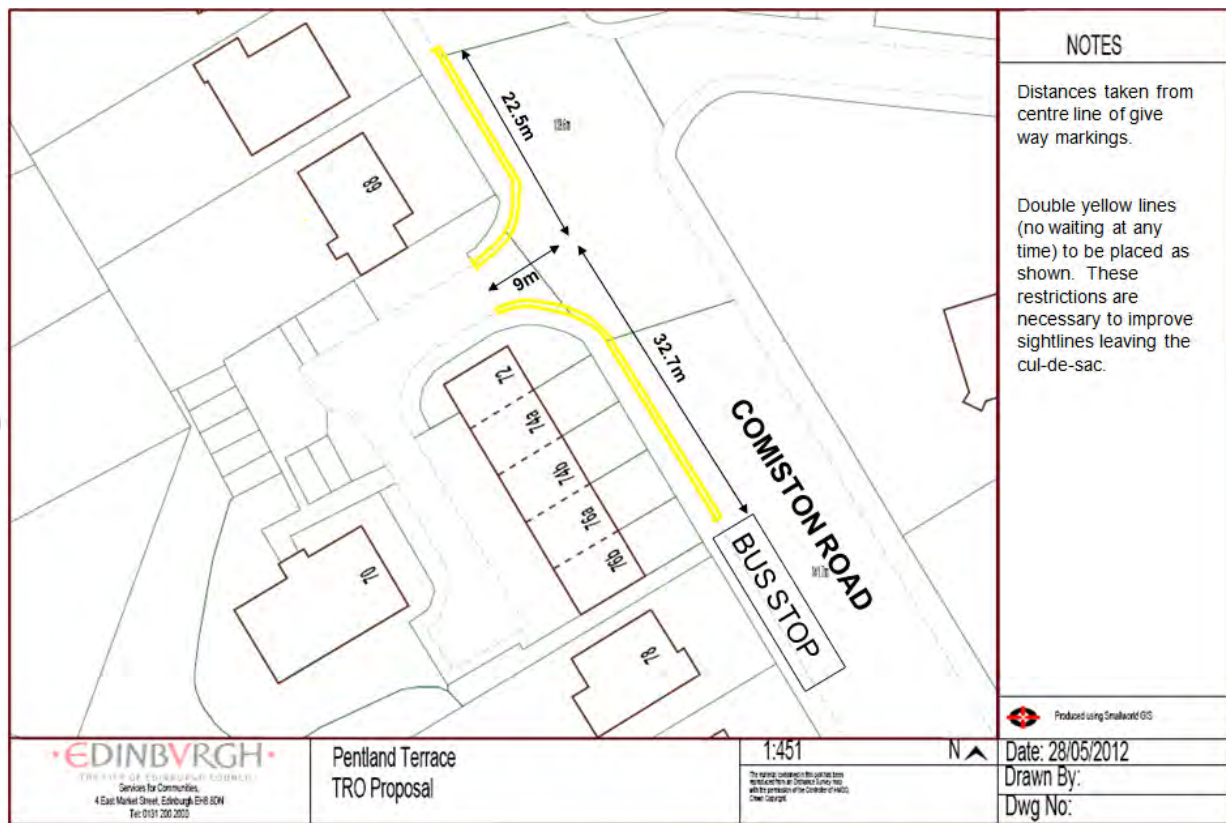
Coalition pledges

Council outcomes [CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city](#)

Single Outcome Agreement [SO4 – Edinburgh's communities are safer and have improved physical and social fabric](#)

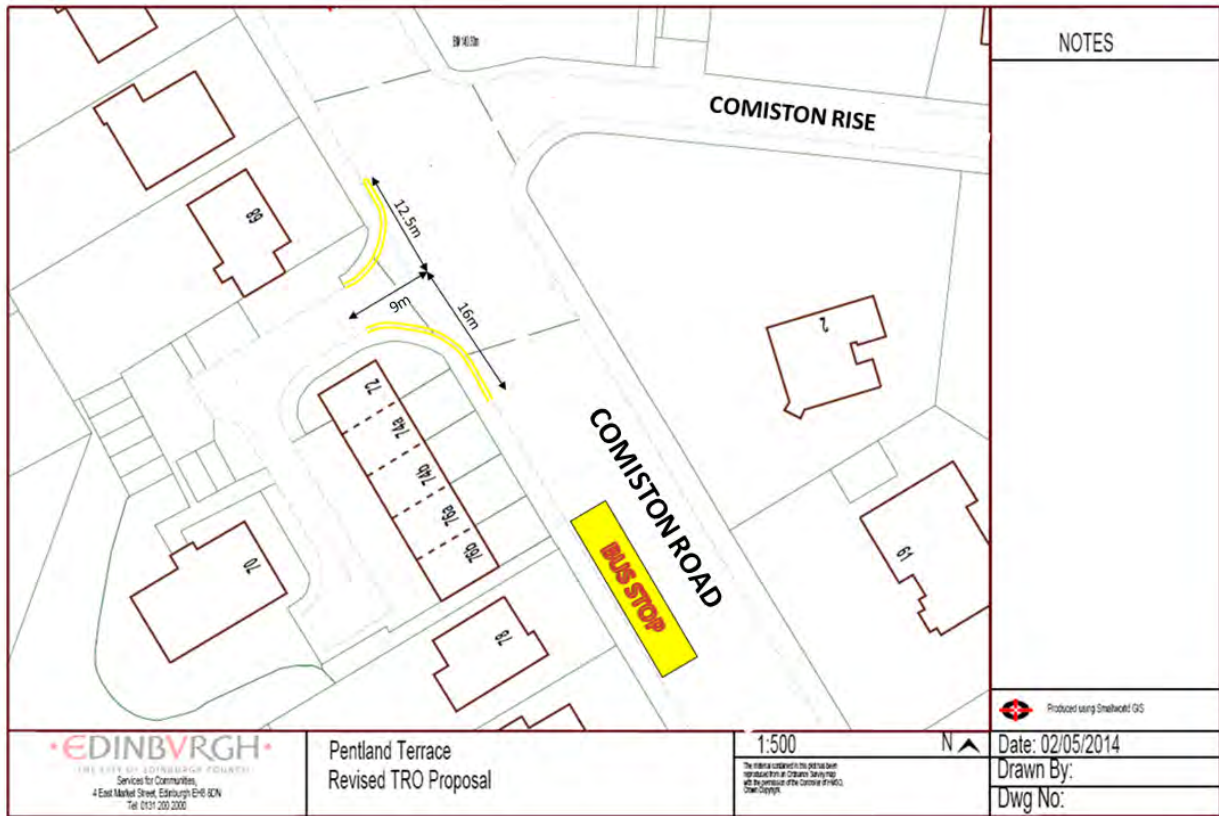
Appendices
 Appendix One – TRO13/22B original proposed plan
 Appendix Two – TRO13/22B revised plan
 Appendix Three – TRO13/22B final proposed plan

Appendix One - TRO13/22B original proposed plan

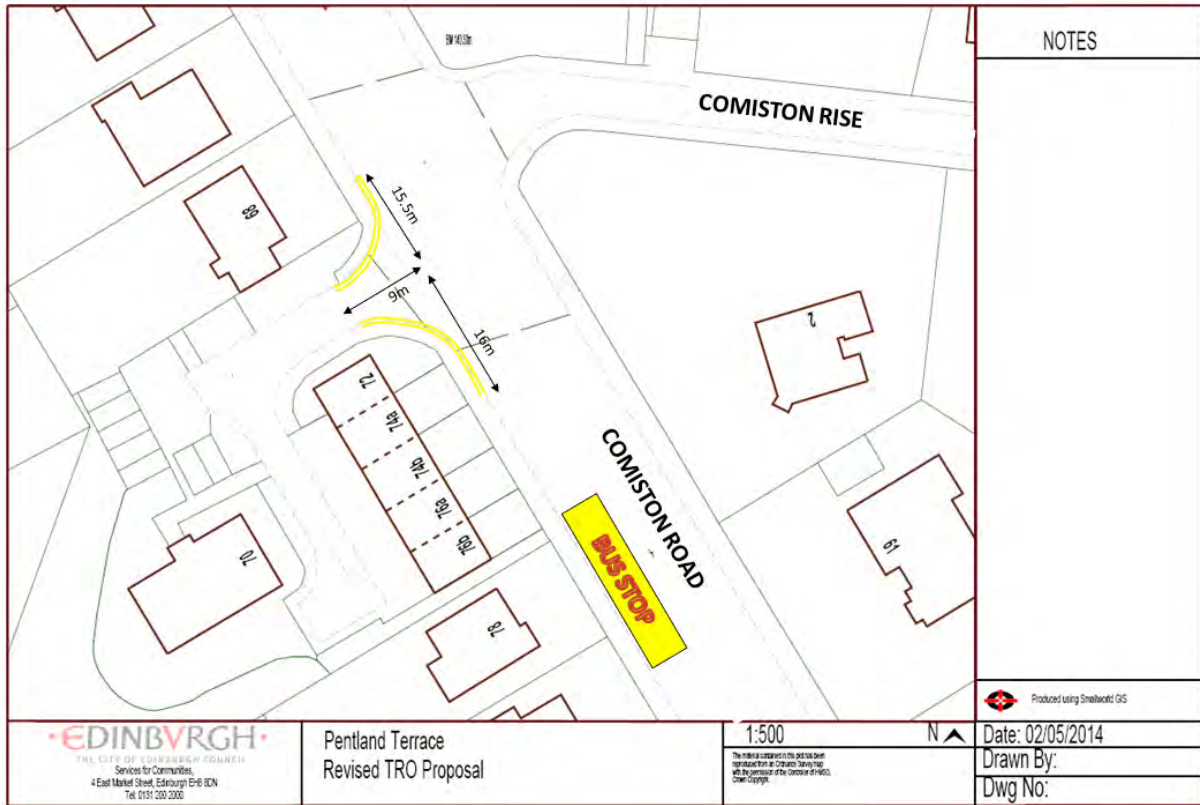


<p>EDINBURGH CITY OF EDINBURGH COUNCIL Services for Communities, 4 East Market Street, Edinburgh EH8 8DN Tel: 0131 226 2502</p>	<p>Pentland Terrace TRO Proposal</p>	<p>1:451</p> <p><small>The material contained in this plan has been prepared in accordance with the provisions of the Transport (Restriction of Road) (Scotland) Act 1997.</small></p>	<p>N ▲</p>	<p>Produced using Smallworld GIS</p>
				<p>Date: 28/05/2012</p> <p>Drawn By:</p> <p>Dwg No:</p>

Appendix Two – TRO13/22B revised plan



Appendix Three - TRO13/22B final proposed plan



Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Waiting Restrictions – High Buckstone

Item number	8.10
Report number	
Executive/routine	
Wards	8 – Fairmilehead/Colinton

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of High Buckstone, while amending the extent of existing restrictions previously introduced. This proposal aims to improve access to the cul-de-sac for all users, particularly emergency vehicles, by maintaining sufficient uncompromised road width. This report considers the objection received during the public consultation of the Traffic Regulation Order TRO13/30B and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Waiting and Loading Restrictions – High Buckstone

Recommendations

- 1.1 It is recommended that the Transport and Environment committee approves the Traffic Regulation Order, as amended.

Background

- 2.1 Representation was made to Services for Communities by local residents regarding the negative impact of previously introduced parking restrictions on the parking amenity for residents of number one High Buckstone. Following assessment by the South West Neighbourhood Roads Team, proposals were drawn up to reduce the double yellow line waiting and loading restrictions at the location.
- 2.2 During the assessment it was noted that restrictions were required to extend to the east of the existing TRO. This would ensure unrestricted access for vehicles to the full length of the cul-de-sac, as large vehicles were mounting the verge due to parked vehicles.
- 2.3 The purpose of the TRO is to facilitate unrestricted vehicular access along the street, while also removing the loss of parking amenity outside number one High Buckstone.

Main report

- 3.1 Concerns were raised by residents directly to the South West Neighbourhood Roads Team following the introduction of a TRO in Buckstone Circle and High Buckstone, as set out in Appendix One.
- 3.2 The concerns involved the limited availability of the driveway at number one High Buckstone during periods of severe weather. This was due to the steep driveway incline and lack of available on-street parking during these times. The area was assessed by the South West Neighbourhood Roads Team and proposals were drawn up to remove the existing waiting restrictions outside the driveways of number one and two High Buckstone (a length of approximately 14 metres), as set out in Appendix Two.
- 3.3 At this time it was noted that large vehicles were mounting the verge due to inconsiderate parking, therefore an extension from the existing TRO was proposed for a distance of 7 metres on the north side and 9.5 metres on the south side, also detailed in Appendix Two.

- 3.4 One objection was received to the proposed restrictions. The objection was made on the basis that removing the lines outside number two High Buckstone would adversely impact on access to their property, as they had previously witnessed parking over the entrance to the driveway prior to restrictions being in place. There were no objections to extending the restrictions to the east to ensure vehicular access along the carriageway.
- 3.5 In light of the objection the South West Neighbourhood Roads Team revisited the plans and deemed it appropriate to retain the existing restrictions from a point at the boundary of properties one and two, only removing a 7 metre section in front of number one High Buckstone. The amended proposal is set out in Appendix Three.
- 3.6 The revised TRO proposal was presented to the objector and the objection was subsequently removed.

Measures of success

- 4.1 Improved traffic flow.
- 4.2 Reduction in complaints from the public regarding inconsiderate parking.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing and removing line markings and signage at the locations. This is anticipated to be in the region of £800.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties, there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
 - The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;

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

Consultation and engagement

- 9.1 Requests were made by local residents to prevent inconsiderate parking at the location to improve road safety by ensuring access to properties on High Buckstone.
- 9.2 The Traffic Regulation Order (TRO13/30B) was formally advertised from 28 February 2014 to 21 March 2014. During this period two responses were received one in favour and one objecting to the proposals. Following amendments to the proposal the objection was subsequently removed.
- 9.3 Community Councils, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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Links

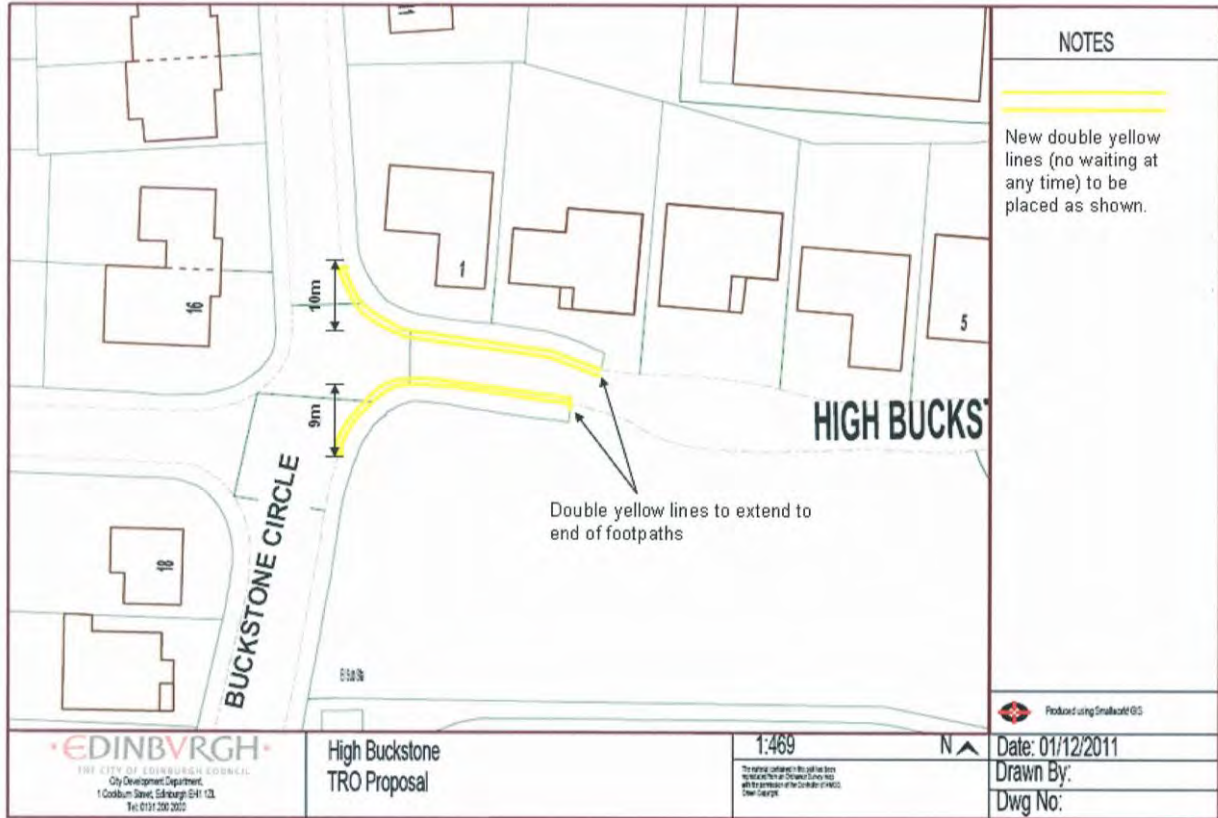
Coalition pledges

Council outcomes [CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city](#)

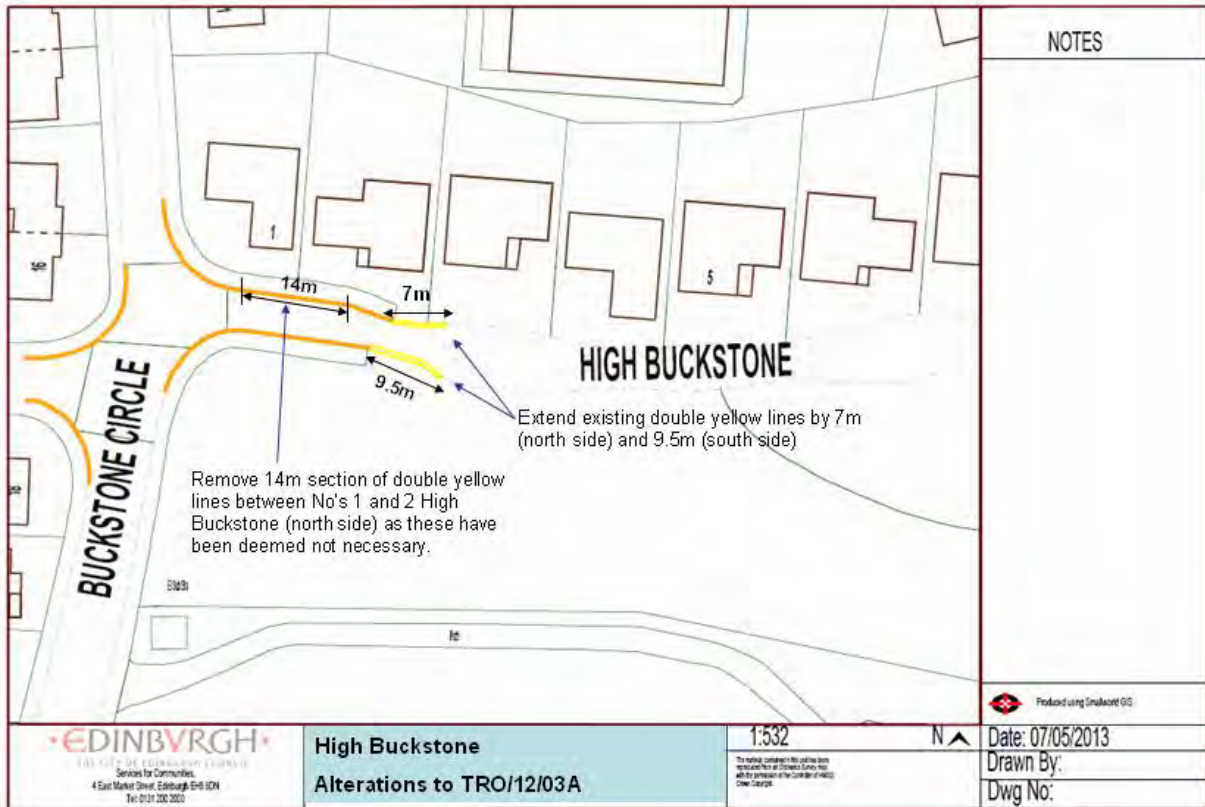
Single Outcome Agreement [SO4 – Edinburgh's communities are safer and have improved physical and social fabric](#)

Appendices
 Appendix One – TRO/12/03A plan as installed on site
 Appendix Two – TRO/13/30B original proposed plan
 Appendix Three – TRO13/30B final proposed plan

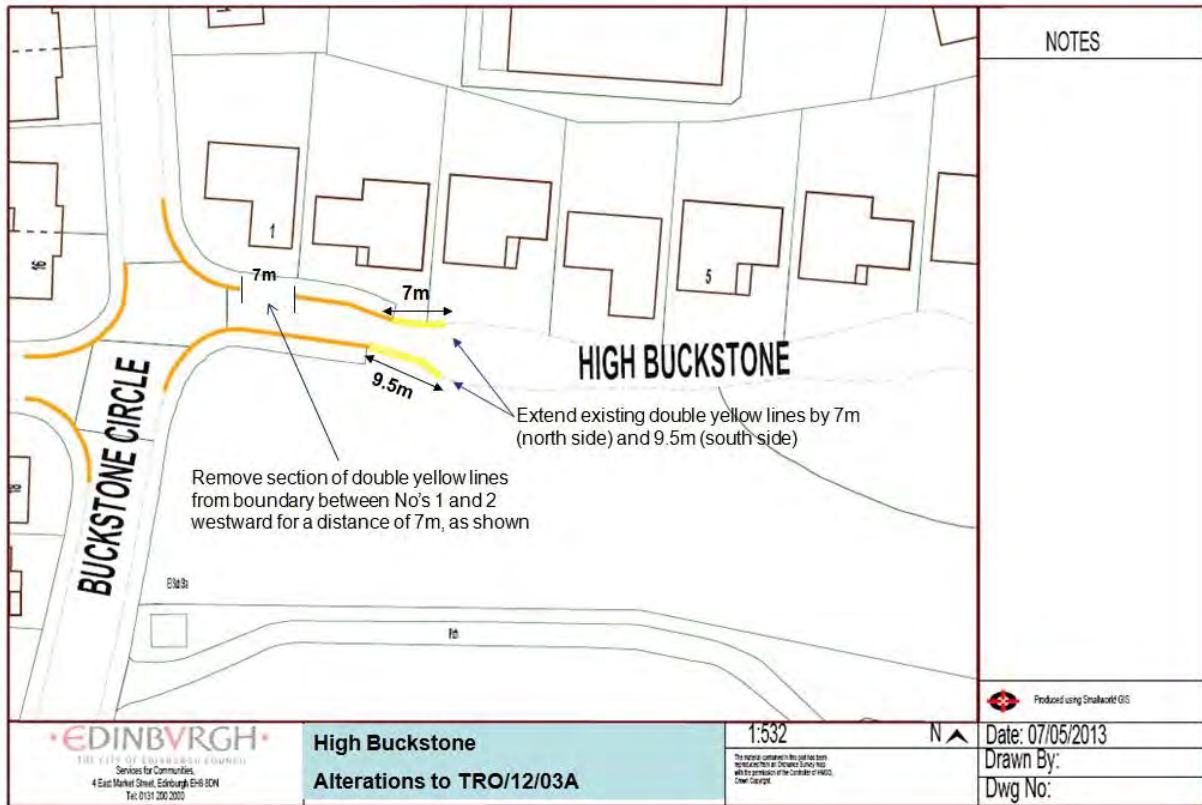
Appendix One – TRO/12/03A plan as installed on site



Appendix Two – TRO/13/30B original proposed plan



Appendix Three – TRO13/30B final proposed plan



Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Reduction of Speed Limit – Freelands Road

Item number	8.11
Report number	
Executive/routine	
Wards	2 – Pentlands

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to reduce the speed limit to 30 mph on a section of Freelands Road. This aims to improve road safety for all users, particularly pedestrians and cyclists on this semi rural road. This report considers the objections received during the public consultation of the Traffic Regulation Order TRO13/40 and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Reduction of Speed Limit – Freelands Road

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objection and agrees to implement the Traffic Regulation Order, as set out in the report.

Background

- 2.1 Representation was made from a local Councillor to Services for Communities regarding safety concerns arising from vehicles travelling at excessive speed on Freelands Road from the new housing development 'The Moorings' and the railway bridge to the east. Following assessment by the South West Neighbourhood Roads Team proposals were drawn up to introduce a 30 mph limit to the section.
- 2.2 The purpose of the TRO is to facilitate safe travel for vehicles, cyclists and pedestrians by reducing vehicular speed to 30 mph through a section of Freelands Road with intermittent housing and no pedestrian footways.

Main report

- 3.1 The local Community Council raised concerns with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The Roads Team assessed the section of carriageway and proposals were drawn up to reduce the speed of the section of Freelands Road from the existing national speed limit of 60 mph to 30 mph. These proposals, set out in Appendix One, were made in light of the increased volume of traffic using the road in connection with the new housing development 'The Moorings'.
- 3.2 Four speed surveys over a 12 day period were carried out as part of the assessment and these found that vehicles were exceeding the existing speed limit.
- 3.3 Two objections were received to the proposed restrictions. The first of these believed that the section of carriageway should be divided with one section having a 30 mph limit and the other a higher limit. They went on to question how rigorously the limit would be enforced and suggested that drivers obeying the law would be harassed by impatient drivers, causing additional danger. The second objector felt a 30 mph limit was excessively low for a rural road and that drivers would be confused by inconsistent speed limits on non-urban roads.

They added that they felt a 30 mph limit would incentivise planning applications for new homes to be built along the length of the section.

- 3.4 The South West Neighbourhood Roads Team wrote to both objectors detailing the reasons behind the proposed introduction of the TRO due to the increased traffic volume using the road in connection with the new housing development. These included the desire to ensure the safety for vulnerable road users, the limited width of the existing road, absence of pedestrian footways and uneven topography on this section of carriageway, resulting in restricted visibility for drivers. Following this explanation the first objection was removed.
- 3.5 It is not considered that the remaining objection to the proposed 30 mph speed limit is sufficient to ignore the safety implication of allowing traffic to travel at speeds greater than 30 mph on Freelands Road.

Measures of success

- 4.1 Reduction in likelihood of accidents, due to lower vehicular speed.
- 4.2 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the signage at the locations. It is anticipated to be in the region of £900.00.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties. There is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
- The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and

- The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city's environmental good stewardship.

Consultation and engagement

- 9.1 Requests were made by local residents via the local Community Council and elected member.
- 9.2 The Traffic Regulation Order (TRO13/40) was formally advertised from 14 March 2014 to 4 April 2014. During this period two objections to the proposals were received.
- 9.3 Community Council, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges

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

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

Appendices Appendix One – TRO/13/40 final proposed plan

Appendix One: TRO/13/40 final proposed plan

