

Notice of meeting and agenda

Transport and Environment Committee

10am Tuesday 13 January 2015

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

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

Contacts

Email: lesley.birrell@edinburgh.gov.uk / stuart.mclean@edinburgh.gov.uk

Tel: 0131 529 4240 / 0131 529 4106



1. Order of business

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

2. Declaration of interests

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

3. Deputations

If any.

4. Minutes

- 4.1 Transport and Environment Committee 28 October 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 Assessing Supported Bus Services - report by the Acting Director of Services for Communities (circulated)
- 7.2 Delivering the Local Transport Strategy 2014-19 - 20mph Speed Limit Roll Out – Proposed Network - report by the Acting Director of Services for Communities (circulated)
- 7.3 Delivering the Local Transport Strategy 2014-19: Parking Action Plan Update - report by the Acting Director of Services for Communities (circulated)
- 7.4 Updated Pedestrian Crossing Prioritisation 2014/15 - report by the Acting Director of Services for Communities (circulated)
- 7.5 Response to Smarter Choices, Smarter Places Funding – report by the Acting Director of Services for Communities (circulated)
- 7.6 SEStran Regional Transport Strategy Refresh: Response to Consultation Draft, October 2014 - report by the Acting Director of Services for Communities (circulated)

- 7.7 Review of Tables and Chairs Summer Festival Trial in George Street - report by the Acting Director of Services for Communities (circulated)
- 7.8 Leith Walk (Pilrig Street to Duke Street) - Public Hearing of Objections to Traffic Regulation Order - report by the Acting Director of Services for Communities (circulated)
- 7.9 Proposed Priority Parking - Murrayfield Area, Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 7.10 Craiglockhart Traffic Calming - Results of Consultation - report by the Acting Director of Services for Communities (circulated)
- 7.11 Park and Pitch Drainage Programme - report by the Acting Director of Services for Communities (circulated)
- 7.12 Green Flag Award and Parks Quality Assessments - report by the Acting Director of Services for Communities (circulated)
- 7.13(a) Landfill and Recycling - report by the Acting Director of Services for Communities (circulated)
- 7.13(b) Attitudes to Recycling - report by the Acting Director of Services for Communities (circulated)
- 7.14 EU Mayors Adapt - report by the Director of Corporate Governance (circulated)
- 7.15 Tree for Every Child Scheme - report by the Acting Director of Services for Communities (circulated)
- 7.16 Services for Communities Financial Monitoring: Period 9 2014/2015 (based on period 8 data) – report by the Acting Director of Services for Communities (circulated)
- 7.17 Corporate Performance Framework: Performance from April to September 2014 - report by the Acting Director of Services for Communities (circulated)
- 7.18 Public Utility Company Performance 2014/15 - Quarter 2 (July, August and September 2014) - report by the Acting Director of Services for Communities (circulated)
- 7.19 Edinburgh Community Solar Co-operative - report by the Acting Director of Services for Communities (circulated)
- 7.20 Cleanliness of the City - report by the Acting Director of Services for Communities (circulated)
- 7.21 Objections to Traffic Regulation Order - Casselbank Street - report by the Acting Director of Services for Communities (circulated)
- 7.22 City of Edinburgh Play Strategy – referral from the Education, Children and Families Committee (circulated)

8. Routine decisions

- 8.1 Annual Review of Major Events in Parks - report by the Acting Director of Services for Communities (circulated)
- 8.2 Young Street Experimental Traffic Regulation Order - report by the Acting Director of Services for Communities (circulated)
- 8.3 Sustainable Scotland Network Conference 2014 – report by the Director of Corporate Governance (circulated)

9. Motions

- 9.1 Parking in Polwarth Terrace – Motion by Councillor McInnes
"Committee:
Instructs officials to produce a report in two cycles on parking in Polwarth Terrace specifically to investigate the requirement for no parking on so much of the Terrace."

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/meetings.

For the remaining item of business likely to be considered in private, see separate agenda.

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Transport and Environment Committee

10.00 am Tuesday 28 October 2014

Present:

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

1. Deputation: Fairmilehead Community Council – Junction of Buckstone Terrace and Waterfield Road

Decision

To note that the deputation request from Fairmilehead Community Council had been withdrawn.

2. Deputation: Friends of the Earth Edinburgh – Resilient Edinburgh – Climate Change Framework

The Committee agreed to hear a deputation from Dr Aaron Thierry, Friends of the Earth, Edinburgh.

Dr Thierry stated that climate change was a planetary emergence and needed to be treated as such. Dr Thierry believed that it was imperative that the Council did not lose sight of the importance of mitigating against future global warming. The science referenced to in the report was described as out of date and that this could contribute to maladaptation or under provision within the framework. Concerns were also raised in regards to the perceived parochial nature of the report and the lack of consideration given to social justice.

Decision

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

3. Deputation: Moray Feu Residents – Charlotte Square – Public Realm Traffic Regulation and Redetermination Order

The Committee considered a deputation request from Alistair MacIntosh, on behalf of the Moray Feu Residents, in relation to a report by the Acting Director of Services for Communities on two traffic regulation orders and a redetermination order in support of the approved Charlotte Square public realm improvements.

The Council's Head of Legal, Risk and Compliance advised that hearing deputations in respect of Traffic Regulation Orders (TROs) would be contrary to the statutorily prescribed procedure for TROs and could expose the Council to legal challenge.

Decision

- 1) To agree not to hear the deputation.
- 2) To invite the deputation to remain for the Committee's consideration of the Acting Director of Services for Communities report at item 12 below.

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 26 August 2014 as a correct record.

5. Key Decisions Forward Plan

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

Decision

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

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

6. 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 28 October 2014 was presented.

Decision

- 1) To note that future actions agreed by the Committee calling for further reports or information would be added to the Rolling Actions Log.
- 2) To agree to close actions 8, 13, 16 and 22.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 28 October 2014, submitted)

7. Business Bulletin

The Transport and Environment Committee Business Bulletin for 28 October 2014 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted)

8. Resilient Edinburgh – Climate Change Framework

Approval was sought for Resilient Edinburgh Climate Change Adaptation Framework 2014-2020. The Framework set out the City of Edinburgh Council's strategic approach to building resilience to the impacts of climate change.

Motion

- 1) To approve the draft adaptation framework and evidence base.
 - 2) To note an action plan would be developed and presented to Committee for consideration in Winter 2015.
 - 3) To note a further report would be submitted to the next Transport and Environment Committee meeting on the potential benefits of signing up to the 'Mayors Adapt' initiative for consideration.
 - 4) To refer the report to the Corporate Policy and Strategy Committee for information.
 - 5) To agree that the action plan should facilitate and enhance the crucial task of the reduction of green house gas emissions.
 - 6) To agree that the action plan be based on the latest and continually updated science.
 - 7) To agree that the action plan be designed to be implemented in a socially just way.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To approve the draft adaptation framework and evidence base.
- 2) To note an action plan would be developed and presented to Committee for consideration in Winter 2015.
- 3) To note a further report would be submitted to the next Transport and Environment Committee meeting on the potential benefits of signing up to the 'Mayors Adapt' initiative for consideration.
- 4) To refer the report to the Corporate Policy and Strategy Committee for information.
- 5) To agree that the action plan should facilitate and enhance the crucial task of the reduction of green house gas emissions
- 6) To agree that the action plan be based on the latest and continually updated science.
- 7) To agree that the action plan account for reducing our exposure to the global impacts of climate change.

8) To agree that the action plan be designed to be implemented in a socially just way.

- moved by Councillor Booth, seconded by Councillor Bagshaw

Voting

For the motion - 13 votes

For the amendment - 2 votes

Decision

- 1) To approve the draft adaptation framework and evidence base.
- 2) To note an action plan would be developed and presented to Committee for consideration in Winter 2015.
- 3) To note a further report would be submitted to the next Transport and Environment Committee meeting on the potential benefits of signing up to the 'Mayors Adapt' initiative for consideration.
- 4) To refer the report to the Corporate Policy and Strategy Committee for information.
- 5) To agree that the action plan should facilitate and enhance the crucial task of the reduction of green house gas emissions
- 6) To agree that the action plan be based on the latest and continually updated science.
- 7) To agree that the action plan be designed to be implemented in a socially just way.

Declaration of Interest

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

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

9. Water of Leith Flood Protection Scheme Phase 2 Update

An update was provided on Phase 2 of the Water of Leith Flood Prevention Scheme, including details of the revised scope for the scheme, funding arrangements and project governance.

Decision

- 1) To approve the revised scope of works for the Water of Leith Flood Prevention Scheme Phase 2.
- 2) To note the realignment and transfer of existing Services for Communities (SfC) capital budgets to fund the shortfall on Phase 2 subject to full Council approval.
- 3) To note the governance arrangements on the project which had been developed taking on board the lessons learned from Phase 1.

- 4) To note the Design and Build procurement route and that further detailed work was 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.
- 5) To note the outline programme set out in the report by the Acting Director of Services for Communities.
- 6) To note that an order would need to be placed with Scotia Gas Networks before the end of 2014 and that approval to enter into any contract would be sought from the Finance and Resources Committee.
- 7) To instruct the Acting Director of Services for Communities to submit further update reports as appropriate during 2015 as each phase of the project progressed.
- 8) To acknowledge the contributions made by community groups and organisations and key stakeholders as part of the consultation and engagement exercise.

(References – Transport and Environment Committee 4 June 2014 (item 13); Act of Council No 12 of 25 September 2014; report by the Acting Director of Services for Communities, submitted)

10. Water of Leith Basin

Details were provided on the build up of siltation levels in the Water of Leith Basin. Information was also given on the various parties which had an interest in the basins and how their operations had affected siltation and water levels.

Decision

- 1) To agree that further investigations be undertaken in 2015/16 and the level of flood risk be re-evaluated.
- 2) To note the content of the 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.

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

11. Princes Street: Tour and Sightseeing Buses and Coaches

Approval was sought to amend the Traffic Regulation Orders (TROs) on Princes Street to alter the eligibility of vehicles permitted to use Princes Street, and to facilitate enforcement of the TROs.

Decision

To commence the statutory procedures to make the variation to TROs as described in the report by the Acting Director of Services for Communities

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

12. Charlotte Square – Public realm hearing of Objections to Traffic Regulation and Redetermination Order

Two Traffic Regulation Orders (TROs) and a Redetermination Order (RSO) had been 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 had been referred to a public hearing and to Scottish Ministers.

The Reporter's recommendations in relation to the TROs and the Scottish Ministers' decision in relation to the RSO were detailed. Approval of the Reporter's recommendations in relation to the TROs was sought.

Decision

- 1) To accept the Reporter's recommendations, as summarised in the report by the Acting Director of Services for Communities and to make the Traffic Regulation Order (subject to the changes previously approved by Committee on 19 March 2013).
- 2) To note the related, wider-area issues raised by the Reporter, as detailed in the report.
- 3) To note the Scottish Ministers' decision to confirm the Redetermination Order without modification.
- 4) To note that discussions had recommenced with representatives of Fordell Estates Limited on an implementation plan and agreement.
- 5) To note that the proposed terms of this agreement would be reported to Committee for approval in due course.
- 6) To note that proposals for a 20mph speed limit on Charlotte Square and the wider residential area, would form part of a future report to Committee on proposals to roll out 20mph speed limits citywide.

(References – Transport and Environment Committee 19 March 2013 (item 10), report by the Acting Director of Services for Communities, submitted)

13. Road and Footway Prioritisation Review 2014

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

Decision

- 1) To introduce an on-road cycling prioritisation weighting as set out in Appendix B of the report by the Acting Director of Services for Communities.
- 2) To agree a further review of on-road cycle prioritisation as detailed in paragraph 3.6 of the report.
- 3) To agree a review on the policy for renewing setted streets as detailed in paragraphs 3.7 and 3.8 of the report.

(References – Transport and Environment Committee 29 October 2013 (item 15); report by the Acting Director of Services for Communities, submitted)

14. Road and Footway Investment – Capital Programme for 2015/16

Approval was sought for the allocation of the Road, Footway and Street Lighting capital budget and programme of works for 2015/16.

Decision

- 1) To approve the allocation of the capital budget for 2015/16 set out in Appendix A of the report by the Acting Director of Services for Communities.
- 2) To approve the programme of proposed works for 2015/16 as detailed in section 3 of the report and in Appendices B and D.
- 3) To explore the feasibility of allocating a part of the cycling budget to neighbourhood partnerships to fund small cycling projects.
- 4) To note that the scope of the work at Brighton Place would be confirmed following discussion with the local community council on the most effective use of funds for setted carriageway as detailed in Appendix 2 of the report.

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

15. Public Utility Company Performance 2014/15 – Quarter 1

Performance information relating to public utility companies for the first quarter of 2014/15 (April to June 2014) was submitted.

Decision

- 1) To note the report and performance information set out 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)

16. Service for Communities Financial Monitoring Period 5 2014/15

Details were provided of the period 5 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 the Service for Communities financial position and actions underway to manage pressures.

(References – Transport and Environment Committee 26 August 2014 (item 25); report by the Acting Director of Services for Communities, submitted.)

17. 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 3.1% compared with the same period for the previous year.

Information was also provided on complaint numbers. In the first 5 months of financial year 2014/15 (April to August) there had been on average 624 complaints per week.

Decision

To note the update.

(References – Transport and Environment Committee 27 August 2013 (item 25); report by the Acting Director of Services for Communities, submitted)

18. Formation of a Future Transport Working Group to Consider Requirements in and Around the Tram Network

Approval was sought for the establishment of a Future Transport Working Group to consider the effectiveness of the bus and tram operations and how they connected and interfaced with walking and cycling as well as other road users.

It was proposed that the Convener of the Transport and Environment Committee would chair the Working Group which would also comprise the group spokespersons for Transport and Environment, the Acting Head of Transport and representatives from the Council's Transport Policy and Tram Teams and representatives of the appropriate Neighbourhood Teams.

Decision

- 1) To approve the formation, remit and membership of the Future Transport Working Group.
- 2) To agree that the wider area issues raised by the Reporter in respect of public realm issues at Charlotte Square be considered at the first meeting of the Working Group (item 12 above refers).

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

19. Response to Consultation on Draft Scottish Government Good Practice Guide on 20mph Speed Limit

The Scottish Government had invited the Council to comment on a proposed Good Practice Guide on introducing 20mph Speed Limits. Approval was sought for the draft response which had been submitted to meet the consultation deadline date on 12 September 2014.

Decision

- 1) To approve the response to the draft Scottish Government Good Practice Guide on 20mph Speed Limits.
- 2) To delegate further negotiation on the matter to the Acting Head of Transport in consultation with the Convener (or their nominated representatives).

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

20. Dog Fouling Prevention Initiatives in Edinburgh

Information was given on proposed dog fouling prevention initiatives which could be implemented to reduce dog fouling in Edinburgh together with an update on the Pride campaign.

Decision

- 1) To note the report.
- 2) To discharge the remit from the 18 March 2014 Transport and Environment Committee to receive a further update on other suitable dog fouling initiatives.
- 3) To agree to receive a report in June 2015 on the outcomes of consultation with the Scottish Government on the Control of Dogs Act.
- 4) To agree that the Council approach 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.
- 5) To note that Committee would be advised of the outcome of these discussions in the report Committee in June 2015; the report to also set out examples of national or international best practice in tackling the issue of dog fouling which had been gathered through the Scottish Community Warden Network or other networks.

(References – Transport and Environment Committee 18 March 2014 (item12); report by the Acting Director of Services for Communities, submitted)

21. Trade Waste – Pilot Evaluation and Policy Recommendations

An update was provided on progress on trials which had been carried out regarding timed trade waste collection windows in the following three pilot areas – Rose Street and its lanes, the High Street and Leith Walk. The report assessed the impact of these windows on each area and set out a policy for dealing with the management of trade waste across the city.

Decision

- 1) To note the success of the collection windows in improving the appearance and accessibility of the pilot areas.
- 2) To agree a city-wide policy to minimise trade waste stored or presented for collection on public space.
- 3) To record the Committee's thanks to all the staff, businesses, traders and waste companies or their positive contributions to the pilot schemes.

(References – Transport and Environment Committee 18 March 2014 (item 17); report by the Acting Director of Services for Communities, submitted)

22. A71 Dalmahoy Junction - Referral from the Petitions Committee

The Petitions Committee had referred a petition entitled “Dalmahoy Traffic Lights Needed” to this Committee for consideration.

Information was given outlining a breakdown of the collision history around the junction and options and costs for improvements.

Decision

- 1) To note the terms of the referral from the Petitions Committee.
- 2) To accept the petition from the Petitions Committee.
- 3) To request a report to the Transport and Environment Committee on 17 March 2015 outlining options and costs for improvements at the

(References – referral report by the Petitions Committee 4 September 2014; report by the Acting Director of Services for Communities, submitted)

23. Halting the Planned Decommissioning of Craig Park Play Park Situated in Ratho Village – Referral from the Petitions Committee

The Petitions Committee had referred a petition entitled “Halting the Planned Decommissioning of Craig Park Play Park Situated in Ratho Village” to this Committee for consideration.

Decision

- 1) To note the terms of the referral from the Petitions Committee.

- 2) To instruct the Acting Director of Services for Communities to enter into discussions with the local community and report back with options for developing the play park and community space in Ratho Village.
- 3) To instruct the Acting Director of Services for Communities to also explore with the Acting Head of Planning and Building Standards the availability of Section 75 funding (developer contributions) for the project.

(Reference – referral report by the Petitions Committee 4 September 2014, submitted)

24. Stair Lighting– Energy Efficiency Proposal – Referral from the Health, Social Care and Housing Committee

The Health, Social Care and Housing Committee considered a report on a proposal to introduce new energy efficient lighting systems in 14,000 tenemental blocks of flats across the city. The report was referred to the Transport and Environment Committee for information.

Decision

To note the report.

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

25. Delivering the Local Transport Strategy 2014-19 – School Streets – Update on School Selection

The Local Transport Strategy 2014-2019 contained a commitment to pilot school streets at up to 5 schools.

Details were submitted of the selection process undertaken to identify the pilot schools together with the rationale behind the proposal to increase the number of schools from 5 to 11.

Decision

- 1) To note the continuing progress made on developing the project.
- 2) To approve the list of pilot schools so that consultation could commence in November 2014.
- 3) That the Acting Director of Services for Communities report on the outcomes of the consultation to the Transport and Environment Committee scheduled for 17 March 2015.

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

26. Objections to Traffic Regulation Order Leith Walk (Balfour Street to Lorne Street)

Details were provided of an objection received during the consultation on a proposed Traffic Regulation Order (TRO) to relocate the pedestrian crossing on Leith Walk between Balfour Street and Lorne Street.

Decision

- 1) To note the objection received to the advertised Traffic Regulation Order, and the Council's comments in response.
- 2) To set aside the objection received, and agree to make the Traffic Regulation Order as advertised.

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

27. Objections to Traffic Regulation Orders and Road Redetermination Order – TRO/13/46 and RSO/1310 – Main Street Ratho

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) and Road Redetermination Order (RSO) to introduce waiting and loading restrictions on Main Street, Ratho.

Decision

- 1) To make an amended Traffic Regulation Order for double yellow lines in accordance with the plan appended to the report by the Acting Director of Services for Communities.
- 2) To note that the Road Redetermination Order would not be made.
- 3) To note 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 were to be progressed and would be subject to further consultation.

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

28. Objections to TRO/13/22b – Junction of Buckstone Terrace and Waterfield Road

Details were provided of an objection received during the consultation on a proposed Traffic Regulation Order (TRO) to introduce double yellow lines at the junction of Buckstone Terrace and Waterfield Road.

Decision

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

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

29. Objections to Proposed Removal of Share Use Parking Places and Introduction of Loading Bay - Logie Green Road

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) to set aside an area of carriageway to facilitate the introduction of the loading bay at 11 Logie Green Road.

Decision

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

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

30. Objections to Proposed Waiting Restrictions - Frogston Road West at Queen Margaret Close

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Frogston Road West.

Decision

To set aside the remaining objections and make the Traffic Regulation Order, as amended .

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

31. Objections to Proposed Waiting Restrictions - Longstone Road

Details were provided of an objection received during the consultation on 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.

Decision

To set aside the remaining objection and make the Traffic Regulation Order as advertised.

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

32. Objections to Proposed Waiting Restrictions - Pentland Terrace

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of Pentland Terrace.

Decision

To set aside the remaining objection and make the Traffic Regulation Order, as amended.

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

33. Objections to Proposed Waiting Restrictions - High Buckstone

Details were provided of an objection received during the consultation on 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. In light of the objection, the plans were revisited and amended and the objection was subsequently rescinded.

Decision

To approve the Traffic Regulation Order, as amended.

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

34. Objections to Proposed Reduction of Speed Limit - Freelands Road

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) to reduce the speed limit to 30 mph on a section of Freelands Road.

Decision

To set aside the remaining objection and agree to implement the Traffic Regulation Order, as set out in the report.

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

35. Illegal Parking – Motion by Councillor Bagshaw

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

- “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.”

Decision

- 1) To approve the motion.
- 2) To ask the Acting Director of Services for Communities to report back to Committee within 2 cycles.

Transport and Environment Committee

March to June 2015

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
1	Public Utility Performance- Q3	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Stuart Harding 0131 469 3704 stuart.harding@edinburgh.gov.uk	
2	Event Tendering and Procurement Framework for Re-instatement Works - Update report	17 March 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
3	Princes Street: Tour and Sightseeing Buses and Coaches: Report on Consultation	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Chris Day 0131 469 3569 chris.day@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
4	Public Conveniences	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Katie Quinn 0131 529 3083 katie.quinn@edinburgh.gov.uk	
5	Decriminilased Traffic and Parking Enforcement in Edinburgh (Motion by Cllr Bagshaw)	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Gavin Brown 0131 469 3650 gavin.brown@edinburgh.gov.uk	
6	Flood Risk Management	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Tom Dougall 0131 469 3753 tom.dougall@edinburgh.gov.uk	
7	Street Lighting - Proposed City Wide Programme to install energy efficient white lights	17 March 2015	All	Acting Director of Services for Communities Lead Officer: John McFarlane 0131 458 8037 john.mcfarlane@edinburgh.gov.uk	
8	Delivery of the Local Transport Strategy 2014-19: Strategy for Installing On-Street electric Vehicle Charging Points in Edinburgh	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Clive Brown 0131 469 3630 clive.brown@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
9	Public Bike Hire Scheme for Edinburgh	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Chris Brace 0131 469 3602 chris.brace@edinburgh.gov.uk	
10	Marketing Strategy, Branding and Network Naming for Active Travel	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Reggie Tricker 0131 469 3571 reggie.tricker@edinburgh.gov.uk	
11	Objections to Proposed Relocation of Permit Holders Parking Places - Dundas Street	17 March 2015	City Centre	Acting Director of Services for Communities Lead Officer: John Richmond 0131 469 3765 john.richmond@edinburgh.gov.uk	
12	Charging for Parking in Limited Waiting Bays, Edinburgh	17 March 2015	All	Acting Director of Services for Communities Lead Officer: Andrew Mackay 0131 469 3577 a.mackay@edinburgh.gov.uk	
13	George Street Trial Outcome	17 March 2015	City Centre	Acting Director of Services for Communities Lead Officer: Iain MacPhail 0131 529 7804 iain.macphail@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
14	Public Utility Performance - Q4	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Stuart Harding 0131 469 3704 stuart.harding@edinburgh.gov.uk	
15	Events in Edinburgh's Parks and Greenspaces	2 June 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
16	Craig Park Play Park	2 June 2015	Pentland Hills	Acting Director of Services for Communities Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
17	Objections to Traffic Regulation Order - Colinton Road Proposed Bus Lane	2 June 2015	Meadows/Morningside	Acting Director of Services for Communities Lead Officer: Allan Hutcheon 0131 469 3672 allan.hutcheon@edinburgh.gov.uk	

Transport and Environment Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	28.10.2014	Resilient Edinburgh - Climate Change Framework 2014-2020	To note an action plan will be developed and presented to Committee for consideration in Winter 2015.	Director of Corporate Governance Lead officer: James Garry, Corporate Policy and Strategy Officer & Fiona Macleod, Corporate Policy and Strategy Officer 0131 469 3578/0131 469 3513 james.garry@edinburgh.gov.uk / fiona.macleod@edinburgh.gov.uk	Winter 2015.		
2	28.10.2014	Resilient Edinburgh - Climate Change Framework 2014-2020	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.	Acting Director of Services for Communities Lead officer: James Garry, Corporate Policy and Strategy Officer & Fiona Macleod, Corporate Policy and Strategy Officer 0131 469 3578/0131 469 3513 james.garry@edinburgh.gov.uk / fiona.macleod@edinburgh.gov.uk	13 January 2015	13 January 2015	See Item 7.14

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
3	28.10.2014	Charlotte Square - Public Realm: Public Hearing of Objections to Traffic Regulation and Redetermination Orders	To note 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	Acting Director of Services for Communities Lead Officer: Jamie Robertson, Senior Professional Officer, Projects Development 0131 469 3654 jamie.robertson@edinburgh.gov.uk	13 January 2015		See Item 7.2
4	28.10.2014	Charlotte Square - Public Realm: Public Hearing of Objections to Traffic Regulation and Redetermination Orders	To note that the proposed terms of this agreement would be reported to Committee for its approval in due course	Acting Director of Services for Communities Lead Officer: Jamie Robertson, Senior Professional Officer, Projects Development 0131 469 3654 jamie.robertson@edinburgh.gov.uk	13 January 2015		See Item 7.2

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
5	28.10.2014	Dog Fouling Prevention Initiatives in Edinburgh	To agree to receive a report in June 2015 on the outcomes of consultation with the Scottish Government on the Control of Dogs Act.	Acting Director of Services for Communities Lead Officer: Susan Mooney, Head of Service & Kirsty Morrison, Community Safety Strategic Manager} 0131 529 7587/0131 529 7266 susan.mooney@edinburgh.gov.uk kirsty.morrison@edinburgh.gov.uk	2 June 2015.		
6	28.10.2014	Dog Fouling Prevention Initiatives in Edinburgh	To agree that the Council approaches the Scottish Government to request; <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - an increase to the current FPN amount; and - an increase in the maximum fine of £500 	Acting Director of Services for Communities Lead Officer: Susan Mooney, Head of Service & Kirsty Morrison, Community Safety Strategic Manager} 0131 529 7587/0131 529 7266 susan.mooney@edinburgh.gov.uk kirsty.morrison@edinburgh.gov.uk	2 June 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
7	28.10.2014	A71 Dalmahoy Junction – response to Dalmahoy Traffic Lights Needed Petition	To request a report to the Transport and Environment Committee on 17 March 2015 outlining options and costs for improvements at the junction.	Acting Director of Services for Communities Lead Officer: Iain Peat, Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk	17 March 2015		
8	28.10.2014	Halting the planned decommissioning of Craig Park Play Park situated in Ratho Village	Acting Director of Services for Communities enter into discussions with the local community and report back with options for developing the play park and community space in Ratho Village	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	2 June 2015		
9	28.10.2014	Delivering the Local Transport Strategy 2014-19: School Streets - Update on School Selection	To request a report on the outcomes of the consultation to Transport and Environment Committee on 17 March 2015	Acting Director of Services for Communities Lead Officer: Caroline Burwell, Road Safety Manager 0131 469 3668 caroline.burwell@edinburgh.gov.uk	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
10	28.10.2014	Illegal Parking – Motion by Councillor Bagshaw	To instruct 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	Acting Director of Services for Communities Lead Officer: Cliff Hutt, Traffic & Engineering Manager 0131 469 3751 cliff.hutt@edinburgh.gov.uk	17 March 2015		
11	28.10.2014	Water of Leith Basin	To instruct the Acting Director of Services for Communities to submit to the Transport and Environment Committee update reports as appropriate during 2013 as each phase of the project progresses’.	Acting Director of Services for Communities Lead officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	January 2016		
12	28.10.2014	Road and Footway Prioritisation Review 2014 – report by the Acting Director of Services for Communities	To explore the feasibility of allocating a part of the cycling budget to neighbourhood partnerships to fund small cycling projects.	Acting Director of Services for Communities Lead Officer: Henry Coyle, West Neighbourhood Manager 0131 469 5198 henry.coyle@edinburgh.gov.uk	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
13	26.08.2014	Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement	<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 Community Safety 0131 529 7587 susan.mooney@edinburgh.gov.uk</p>	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
14	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 0131 529 7266 kirsty.morrison@edinburgh.gov.uk	Spring/Summer 2015		
15	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.	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	Spring 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
16	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 0131 529 6165 alasdair.sim@edinburgh.gov.uk	2 June 2015		
17	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 0131 469 3629 len.vallance@edinburgh.gov.uk	17 March 2015		
18	03.06.2014	Tables and Chairs Summer Festival Trial in George Street	A report on the outcomes of the trial.	Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	13 January 2015		See item 7.7

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
19	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 0131 469 3558 stacey.skelton@edinburgh.gov.uk	13 January 2015		See Item 7.4
20	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 0131 469 3577 a.mackay@edinburgh.gov.uk	13 January 2015		See Item 7.3

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
21	03.06.2014	Delivery of the Local Transport Strategy 2014-19	To note the intention to review the governance and funding arrangements for the Active Travel Action Plan and in the meantime the intention to continue the employment of the Active Travel (Walking) officer	Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	17 March 2015		
22	29.04.2014	George Street Experimental Traffic Regulation Order	To note that a report would be brought to Committee in March 2015 analysing the trial's impact and making further recommendations based on the research outcomes.	Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
23	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 0131 469 3853 anna.herriman@edinburgh.gov.uk	2 June 2015		
24	18.03.2014	Subsidised Bus Services – Ratho Village and Dumbiedykes	To further agree that the Acting 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 0131 469 3622 stuart.lowrie@edinburgh.gov.uk	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
25	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 0131 529 7587 susan.mooney@edinburgh.gov.uk	17 March 2015		
26	18.03.2014	Park and Pitch Drainage Programme	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.	David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	13 January 2015		See item 7.11

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
27	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 0131 529 7916 keith.logie@edinburgh.gov.uk	13 January 2015		See item 7.15
28	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) 0131 458 8037 john.mcfarlane@edinburgh.gov.uk	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
29	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 0131 529 7055 david.jamieson@edinburgh.gov.uk	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
30	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 0131 469 3568 chris.day@edinburgh.gov.uk	2 June 2015		
31	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.	Lorna Farquhar, Task Force Manager 0131 529 5821 lorna.farquhar@edinburgh.gov.uk	17 March 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
32	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 0131 529 7055 david.jamieson@edinburgh.gov.uk	2 June 2015		
33	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 0131 469 3659 karen.stevenson@edinburgh.gov.uk	2 June 2015		
34	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 0131 469 3555 brian.sharkie@edinburgh.gov.uk	17 March 2015		
35	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) 0131 529 7524 ian.buchanan@edinburgh.gov.uk	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
36	19.03.2013	Improving Air Quality in Edinburgh – Low Emissions Zone (LEZ) Options	To agree that feasibility assessments and associated comparison studies are commenced following publication of the Scottish Government's forthcoming National Framework for Low Emissions Zones.	Susan Mooney, Head of Service & Natalie McKail, Environmental Health, Scientific Services and Local Community Planning Manager 0131 529 7587 / 0131 529 7300 susan.mooney@edinburgh.gov.uk natalie.mckail@edinburgh.gov.uk	August 2015		
37	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 0131 529 7587 / 0131 529 7300 susan.mooney@edinburgh.gov.uk natalie.mckail@edinburgh.gov.uk	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
38	19.03.2013	ECOSTARS Edinburgh	<ol style="list-style-type: none"> 1. 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. 2. To request a further report prior to the end of the Intelligent Energy Europe (IEE) funded period, to include proposals for continuation of the project beyond May 2014. 	Susan Mooney, Head of Service & Natalie McKail, Environmental Health, Scientific Services and Local Community Planning Manager 0131 529 7587/0131 529 7300 susan.mooney@edinburgh.gov.uk / natalie.mckail@edinburgh.gov.uk	2 June 2015.		
39	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 0131 469 5427 angus.murdoch@edinburgh.gov.uk	Winter 2015		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
40	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 0131 469 3558 stacey.skelton@edinburgh.gov.uk	13 January 2015		See item 7.4

Transport and Environment Committee

10 am Tuesday 13 January 2015

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="172 387 416 465">Convener Cllr Lesley Hinds</p>  <p data-bbox="172 875 424 954">Vice- Convener Cllr Adam McVey</p> 	<p data-bbox="603 369 983 913">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="1091 369 1366 488">Marie Craig Business Manager ☎ 0131 529 7739</p> <p data-bbox="1091 539 1366 658">Jemma Blackwood Business Manager ☎ 0131 529 3473</p> <p data-bbox="1091 710 1385 828">Lesley Birrell Committee Services ☎ 0131 529 4240</p> <p data-bbox="1091 880 1385 999">Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news

Flood Risk Management

A consultation exercise by the Scottish Environment and Protection Agency (SEPA) on Flood Risk Management began on 22 December 2014 and the consultation period will run until 2 June 2015. Initially the consultation will concentrate on sources of flooding other than from sewers. This consultation can be accessed at <https://frm-scotland.org.uk>. Copies will also be made available at the neighbourhood offices and a number of libraries.

A further round of consultation will begin in early March 2015 on the specific measures that can be taken to manage or mitigate the risk of flooding. Briefings for elected members on the Flood Risk Management Plan and the measures that are being proposed are being planned for February 2015.

Scottish Water is responsible for assessing the risk of flooding from surface water sewers and combined sewers (surface water and foul water), resulting from higher than usual rainfall.

Background

Scotland's approach to how flood risk is managed is changing due to the Flood Risk Management (Scotland) Act 2009 (FRM Act). The FRM Act aims to reduce the adverse consequences of flooding on communities, the environment, transport, cultural heritage and economic activity. More thought is to be given to alternative means of reducing flood risk either by avoiding the likelihood of flooding through effective land use planning, maintenance and the better control/management of run-off.

The Council has been working in partnership with SEPA and neighbouring local authorities to identify flooding from various sources and the impact of this flooding. It is this information that is being presented in the first phase of the consultation. Further work is on-going to identify potential mitigation interventions.

The Council is the lead authority for the area around the Forth Estuary and as lead authority the Council must produce the Local Flood Risk Management plan for this area.

Forthcoming activities:

The Draft Delivery Plan will detail actions that the Councils in the Forth Estuary area intend to take or explore to alleviate the affects of flooding. The Draft Delivery Plan will be added to the consultation in March 2015. The exact detail and format of the Draft Delivery Plan is not known at this stage.

Background reading/external references

Flood Risk Management (Scotland) Act 2009

Recent news	Background
<p>Marchmont to Kings Building Cycle Route – Public Consultation</p> <p>The Council is currently developing a scheme to enhance cycling provision between Marchmont and the University of Edinburgh’s King’s Buildings campus. This scheme supports cycling policies detailed in the Local Transport Strategy and Active Travel Action Plan.</p> <p>A non-statutory consultation was carried out between 6 and 26 October 2014 to give stakeholders and the general public the opportunity to provide feedback on the proposed improvements.</p> <p>In total, 301 responses were received. 69% of respondents supported the proposed scheme, 20% opposed the scheme, and the remaining 11% of responses were neutral/unclear.</p> <p>A number of design changes have been made as a result of the comments and feedback received, and the statutory Traffic Regulation Order procedures required to make the changes will commence in early 2015.</p>	<p>Marchmont to King’s Buildings Cycle Route – Consultation Summary Report. Available to view at https://consultationhub.edinburgh.gov.uk</p>

Forthcoming activities:

The next meeting of the Transport and Environment Committee will be at 10 am on Tuesday 17 March 2015 in the Dean of Guild Court Room, City Chambers, High Street, Edinburgh. Papers for this meeting will be available online from Wednesday 11 March 2015.

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Assessing Supported Bus Services

Item number	7.1
Report number	
Executive/routine	
Wards	

Executive summary

The Council spends around £1.3 million per annum on supporting a range of bus services across the city. A growing demand for supported services, increasing costs for bus operators and pressure on Council budgets results in a need to prioritise service provision and improve service efficiency.

This report seeks approval for a proposed set of criteria to evaluate supported bus services and develop a methodology that will assess both value for money and non-financial benefits.

Links

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

Assessing Supported Bus Services

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the proposed criteria to be used in the assessment;
 - 1.1.2 approves the development and application of an assessment methodology that will evaluate both value for money and the social, economic and transport related benefits provided by supported bus services; and
 - 1.1.3 notes the intention to present the outcomes of the assessment to this Committee at its meeting on 17 March 2015.

Background

- 2.1 The Council's Local Transport Strategy (LTS) 2014–2019, approved by Committee on 14 January 2014, includes policy **PubTrans3**: “The Council will investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision is not viable, or low frequency, allied to a package of changes eg pump-priming new services”.
- 2.2 The Council's Public and Accessible Transport Action Plan (PATAP), approved by Committee on 27 August 2013, requires officers to “Review the methodology for prioritising supported services, and identify improvements in procurement processes” (Action B11).
- 2.3 The Council spends around £1.3 million per annum on supporting a range of bus services across the city. This financial support currently extends to 17 separate services, most are partially funded to increase frequencies and extend operating hours and five are contributions to cross boundary services managed by neighbouring authorities.
- 2.4 Supported services have evolved over many years, often in response to a demand from communities where commercial services are perceived as not meeting local needs or where commercial services have been withdrawn or reduced.

- 2.5 A number of commercial services in and around the city have been lost in recent years. Recent tenders for supported services have returned significantly increased prices for the same level of service, reflecting increased running costs. This suggests that some commercial services are finding the operating environment difficult and demand for financially supported services is likely to rise.
- 2.6 The Council should therefore prioritise service provision to ensure that value for money is being provided.

Main report

Proposed Draft Assessment Criteria

- 3.1 A broad set of criteria have been developed to form the basis of the assessment of supported bus services. The proposed criteria are derived from four key themes based on the Council's Transport Vision, Local Transport Strategy and the Public and Accessible Transport Action Plan:
- Enhancing Access and Social Inclusion.
 - Protecting the Environment.
 - Reducing Congestion.
 - Developing the Economy.
- 3.2 Previous work, from 2009, on developing an assessment methodology as part of proposed supported bus service review, plus discussions with the Association and Transport Co-ordinating Officers (ATCO) and other local authorities which have been through similar exercises, have also been taken into account in developing the proposed criteria (Table1).

Table 1 Proposed Criteria
Enhancing Access and Social Inclusion
Operational service days and frequency - Monday to Friday, weekends and evenings
Isolation – whether there are alternative public transport services available (bus, tram and rail) in the locality and how frequent and distance to these services are.
Car ownership - proportion of households with no car available within the catchment area of the service.
Access for older and disabled people - number of older people (over 65) and disabled persons served and/or likely to be served by the service.
Service usage – existing number of passengers and/or estimated number of passenger by the service.
Social deprivation - socio-economic characteristics of the wards served by the service.
Protecting the Environment and Reducing Congestion
Impacts on carbon emissions -. Council specifies minimum vehicle standards in contracts, therefore potential benefits where routes pass through Air Quality Management Areas or congestion hotspots.
Function of service subsidy - whether the subsidy is for a conventional stand alone bus service, frequency enhancement or route extension.
Developing the Economy
Journey purpose - the principal purpose of the bus service and how it is used eg to provide access to employment, education, health, etc.
Average subsidy per passenger.

- 3.3 Further work is being undertaken by a specialist independent transport consultant (commissioned through Scotland Excel Framework) to:
- provide a framework and a methodology for assessing supported bus services, including non-monetary benefits, using the proposed criteria;
 - consult key users and stakeholders whilst undertaking this work;
 - assess the existing supported bus services; and
 - produce a report on the outcome of the assessment with recommendations.

- 3.4 This work when completed will form the basis of a report to this Committee at its meeting on 17 March 2015.

Measures of success

- 4.1 The measure of success will be the development of a framework and a tool for assessing supported bus services.

Financial impact

- 5.1 A total of £25,000, has been set aside within the annual Transport budget (2014/15 financial year) for a study, to be undertaken by an independent transport consultancy, to develop a framework and a tool for appraising supported bus services.
- 5.2 The Council invests approximately £1.3 million in supported bus services. There is a proposal within the draft 2015-16 budget to realise a saving of £200,000 through a review of supported services.

Risk, policy, compliance and governance impact

- 6.1 The development of clear criteria and a methodology for assessing supported bus services will enable the Council to ensure that the services it supports are in line with its strategic transport objectives and represent value for money.
- 6.2 Any delay in assessing supported bus services may have an impact on the re-procurement of four contracts for supported services which are due to expire in 2015.

Equalities impact

- 7.1 The outcomes of this report in relation of the ten areas of rights and the delivery of the three Public Sector Equality Duties (PSED) have been considered. The Council's Equalities and Rights Impact Assessment Record will be kept updated and referenced throughout the project and consultation processes to ensure the project meets the Council's requirements in relation to Public Sector Equalities duties.

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. Any changes (increase and decrease) to the supported public transport provision are likely to affect these three elements. Therefore planned works will take into consideration these elements to minimise the negative impacts whilst seeking to increase.

Consultation and engagement

- 9.1 The Association of Transport Co-ordinating Officers (ATCO) members were asked about the assessment criteria and methodology used in their local authorities. Edinburgh's considered criteria and methodology was discussed on 5 September 2014 at the ATCO Scotland meeting.
- 9.2 This report seeks further consultation with the key users and stakeholders to finalise a set of draft criteria to be used in the development of a methodology and a tool for assessing Supported Bus Services.

Background reading/external references

Finalising a set of criteria for assessing Supported Bus Services and developing a PT-PAMS deliver on the following sustainable development policies:

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

[Public and Accessible Transport Action Plan](#)

John Bury

Acting Director of Services for Communities

Contact: Nazan Kocak, Professional Officer, Projects Development

E-mail: Nazan.Kocak@edinburgh.gov.uk | Tel: 0131 469 3788

Links

Coalition pledges

Council outcomes

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, 13 January 2015

Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network

Item number	7.2
Report number	
Executive/routine	
Wards	All

Executive summary

Committee agreed a proposed network of 20mph streets for consultation at its meeting on 3 June 2014. The consultation ran to 17 October 2014 and included:

- A consultation web-page with a detailed map of the proposals.
- An online survey – 2,585 responses were received.
- Five public meetings, six drop-in sessions and two roadshows in shopping centres.
- Meetings and discussions with stakeholders including Lothian Buses.

This report presents a speed limit network for the city that has been revised on the basis of the consultation. The key proposed changes are:

- The addition of 3km of streets to the 20mph network.
- The amendment of the proposed speed limit from 20mph to 30mph on approximately 10km of main roads.

Links

Coalition pledges	P46
Council outcomes	CO19
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the proposed network of 20mph roads set out in this report as a basis for the necessary legal orders;
 - 1.1.2 notes that a detailed implementation plan will be presented to Committee in March 2015; and
 - 1.1.3 discharges the action by the Transport and Environment Committee on 19 March 2013 to report back on the proposed implementation of 20mph at Charlotte Square and the wider residential area.

Background

- 2.1 On 14 January 2014, the Transport and Environment Committee approved the Council's new Local Transport Strategy 2014–2019 (LTS). The LTS included a priority action of consulting with the public and stakeholders on detailed proposals for extending 20mph speed limits. LTS Policy 'Safe 4', which sets out the Council's approach to speed limits within the urban area, is included as Appendix 1.
- 2.2 Following the approval of the LTS, a sub-group of the Transport Forum considered and agreed on a 20mph network for consultation.
- 2.3 The key features of the network were:
 - a large area of central Edinburgh has a 20mph speed limit on all roads; and
 - the retention of a coherent and connected network of 30mph and 40mph roads in the suburbs.
- 2.4 On 3 June 2014, this Committee gave authority to undertake a public and stakeholder consultation on the selected 20mph network. In addition to consulting on a proposed 20mph network, the consultation was to seek comments on the application of 30mph speed limits on existing 40mph roads, with this information to be used to inform a later phase of work.

- 2.5 On 19 March 2013, this Committee directed officers to report back on the proposed implementation of a 20mph speed limit on Charlotte Square and the wider residential area. This action was incorporated into the consultation on a proposed citywide 20mph network.

Main report

Consultation

- 3.1 The consultation period ran from 17 June to 17 October 2014. The aim of the consultation was to give residents and stakeholders an opportunity to comment on the draft proposed 20mph network for Edinburgh and how it should be implemented.
- 3.2 The consultation comprised the following elements:
- Online survey;
 - Paper survey;
 - E-flyer sent to 450 groups, individuals and stakeholders;
 - One public exhibition in Central Library 1-14 September 2014;
 - Five public meetings and six drop in events;
 - Two roadshow events held in the St James and Gyle shopping centres;
 - Staff roadshow; and
 - Meetings and discussions with stakeholders including Police Scotland and Lothian Buses.
- 3.3 Communications activities included conventional and social media, leaflets, posters and website. Information about the consultation including the on-line survey, a list of frequently asked questions and an interactive map, were available on the main Council and Neighbourhood Partnership websites.
- 3.4 A series of public meetings and drop in events were organised and held across the city. A small number of community councils also carried out surveys and hosted events to inform the consultation.
- 3.5 A total of 2,585 questionnaire responses were received from individuals and organisations. All bar 45 of these were online. Additionally, over 250 e-mails and five letters were received. Twenty-six businesses and 51 other organisations responded to the consultation and these are listed in Appendix 2. Over 45 tweets were issued during the consultation, which were re-tweeted 301 times and there were 13,436 views on the 20mph pages of the Council's website. This level of engagement is substantial in terms of citywide consultations of this nature, particularly the level of contributions received through the online survey.

- 3.6 Respondents expressed a wide variety of views with 60% indicating support or strong support for the proposals, and 36% opposed or strongly opposed.
- 3.7 The 2012 Edinburgh People's Survey (EPS) showed a different balance of views and tended to indicate a higher overall level of support than the most recent consultation. Three quarters (75%) of EPS respondents favoured 20mph in residential streets, with 23% uncertain and 2% opposed. For busy shopping streets and city centre streets, support for 20mph limits was 69% and 67% respectively, with 4% and 5% opposed.
- 3.8 The differences between the level of support/opposition indicated by the EPS and those suggested by the recent consultation are likely to be related to differences between the two ways of gauging opinion. The EPS survey methodology seeks to ensure a statistically representative sample of Edinburgh citizens. In contrast, respondents to the recent 20mph consultation, and other similar exercises, are self selecting. As such the views of respondents are more likely to be polarised.
- 3.9 Many consultation respondents expressed views on the potential impacts of 20mph limits. The topics that attracted the highest level of comment were enforcement, road safety, environmental impact, journey times, impact on business and tourism, congestion, speeding and traffic calming. A more detailed review of the findings and the views expressed through the engagement process is included in Appendix 2.

20mph Network

- 3.10 The purpose of the draft proposed 20mph network was to act as a starting point for discussion with the public and stakeholders and provide direction so that streets of interest and key issues could be addressed.
- 3.11 The consultation results suggest that the network proposals struck approximately the right balance, with roughly equal proportions of respondents thinking that too much of the city was left at 30mph or alternatively that too much was proposed for 20mph. Within this overall picture, a number of suggestions were made for changes in the speed limit of individual roads or stretches of road.
- 3.12 Changes to the network have been proposed based both on public/organisation feedback and on discussions with key stakeholders, particularly Lothian Buses.
- 3.13 Public feedback has, in some cases, prompted a proposed change from 20mph to 30mph and in other cases the opposite. Typically, a 20mph to 30mph change was prompted by a concern that the nature of a road made it difficult to keep to 20mph. In contrast, the smaller number of 30mph to 20mph changes tended to relate to the impact of traffic at the higher speed on residential properties fronting directly onto the street concerned.

- 3.14 Input from key stakeholder organisations, particularly Lothian Buses, was also important in shaping several proposed changes. Detailed discussions with Lothian Buses and other bus operators centred on ensuring that 20mph limits could achieve their policy objectives whilst minimising impact on bus timetabling. There tended to be commonality between streets where there was some concern about impact on buses and, those where public feedback favoured reverting to 30mph. Both tended to be wider and somewhat less congested main streets. This approach will continue through to delivery to ensure that remaining uncertainties regarding impact on the bus network can be satisfied, or solutions can be developed to mitigate any impact.
- 3.15 Police Scotland have been involved from the outset of the project, providing important input to the consultation on the draft 20mph network. The Council and Police have agreed an enforcement strategy which includes police enforcement when appropriate.
- 3.16 In summary, key factors in making a proposed change have been:
- Maintaining a consistent approach to similar types of street;
 - Seeking to minimise the number of changes of limit;
 - Strength of feeling and degree of consensus around a potential change; and
 - Impact of proposed change on bus service timetabling.
- 3.17 A complete list of streets that have changed as a result of the consultation along with justifications can be found in Appendix 3.

Next Steps

Implementation plan

- 3.18 Should the proposed 20mph network be approved, the project will move into the implementation stage. An implementation plan will be presented to this Committee in March 2015. This will provide details on how the Council will roll out the 20mph network across the city. It is anticipated that the programme will be rolled out over a maximum of three financial years.
- 3.19 A priority for the project will be to maintain a clear and consistent approach to implementing the 20mph network citywide. To help ensure this, the implementation plan will be developed in partnership with key internal and external stakeholders including the Neighbourhood Teams and local communities. Below is a summary of the elements of the implementation plan.

Monitoring and review

- 3.20 A monitoring package will be developed before implementation commences. It will include speed and traffic volume surveys and recording of casualties. This will allow the issues covered in the 'measures of success' section to be clearly addressed.

- 3.21 Initial results will be reported after one year of operation. Any impact on casualties is likely to take longer to become clear. Information from the monitoring will be used to inform future actions on streets where speeds are not reducing.

Awareness raising and education

- 3.22 A key part of the Implementation Plan will be the development of a strategy to publicise the citywide implementation of the 20mph network, and to encourage drivers to comply with the new limit. The strategy will contain a communications campaign for the project, including what the project involves, why the project is being taken forward and how people can get further information on the network in their area. The strategy will combine citywide awareness raising and a programme that will focus on local areas. The citywide portion of the campaign will commence before implementation is taken forward, with local programmes timed to co-ordinate with implementation in relevant areas. This will maximise local awareness and support a change in driver behaviour.

Project Delivery and infrastructure

- 3.23 The implementation plan will present how the Council intends to proceed with the formal consultation as part of the Traffic Regulation Order process. It will also include a timetable for installation of signs, markings and any other measures. An important element of the infrastructure measures will be some additional selective bus priority at traffic signals to help maintain bus timetables.

Measures of success

- 4.1 The intended impacts and therefore measures of success for this project include:
- Reduction in speeds.
 - Reduction in numbers and severity of road casualties on relevant streets.
 - Increase in walking and cycling.
 - Changes in citizens' perception relating to 'liveability' and 'people-friendliness' of Edinburgh's streets, for example how happy people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children.

Financial impact

- 5.1 Costs of the project to date have been met from existing budgets. Details of implementation costs will be set out in the report to Committee in March 2015.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 The main positive impacts on rights are Life, Health and Physical Security. There are no negative impacts on rights as a result of this report.
- 7.2 Participation, Influence and Voice: The proposed network was subject to a citywide consultation process permitting people to participate in decision-making and make decisions affecting your own life independently.
- 7.3 The main positive impacts on equality are Age and Socio Economic. There are no negative impacts on equality as a result of this report.

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. The proposals in the report will have positive impact on reducing carbon emissions, increasing the city's resilience to climate change and help to achieve a sustainable Edinburgh.
- 8.2 Relevant Council sustainable development policies have been taken into account and are noted as Background Reading later in this report.

Consultation and engagement

- 9.1 The consultation period ran from 17 June 2014 to 17 October 2014. The consultation and engagement programme followed the guidance as set out in the Council's consultation framework, 'Consulting Edinburgh'. Consultation and engagement around the 20mph network proposal is described in further detail within paragraphs 3.1 to 3.10.

Background reading/external references

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

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

[Climate Change Framework](#)

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

DfT Circular 01/2006 Setting Local Speed Limits

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

Map of the proposed network of 20mph roads.

Committee report authorising consultation of proposed 20mph network, June 2014.

John Bury

Acting Director of Services for Communities

Contact: Craig Wood, Programme Manager, Strategic Planning.

E-mail: craig.wood@edinburgh.gov.uk | Tel: 0131 469 3628

Links

Coalition pledges	P46 – Consult with a view to extending current 20mph zones.
Council outcomes	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	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. SO3 – Edinburgh’s children and young people enjoy their childhood and fulfil their potential. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	<ol style="list-style-type: none">1 LTS Policy Safe 42 Analysis of consultation responses and engagement3 Summary of main changes to draft 20mph network4 Proposed 20mph Network

Appendix 1: Local Transport Strategy 2014-2019, Policy Safe 4

Safe4 :

The Council's approach to the setting of speed limits within the urban area will be:

- a. That on roads with a strategic movement function:
 - *those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph;*
 - *those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy **Safe5** below);*

- b. That on other roads a 20mph limit will generally be applied.

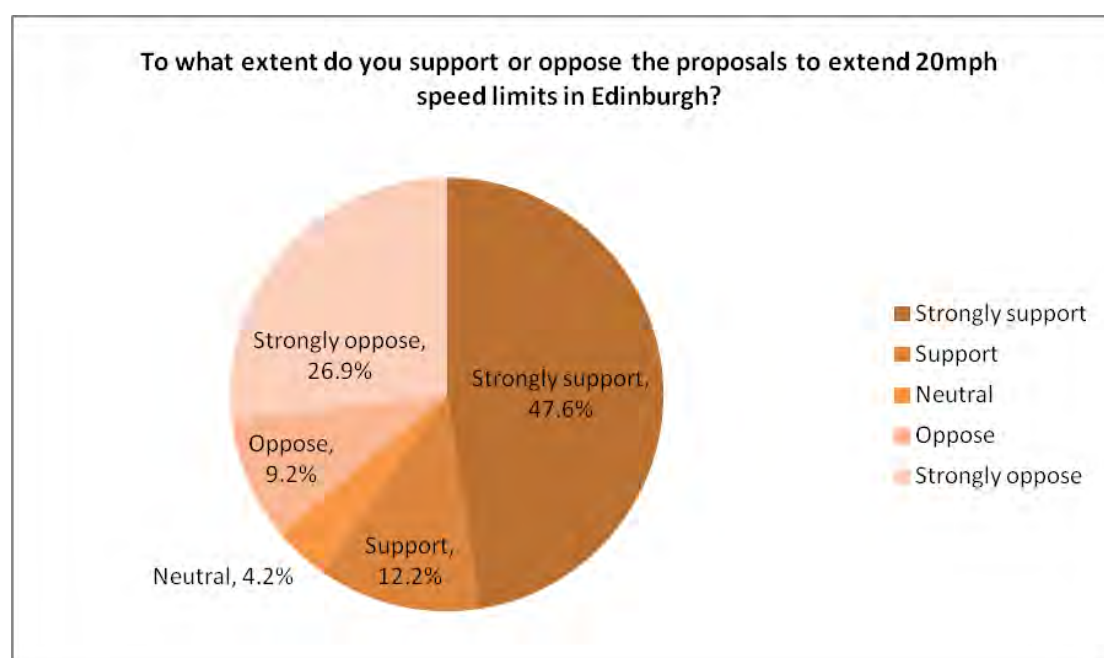
The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.

Appendix 2: Analysis of consultation responses and engagement

The response

The online consultation received 2,585 responses including 45 hard copies of responses which were added online. Over 250 emails about the proposals and five hard copies of letters were received. Around 200 people attended the consultation meetings and drop in events. The roadshow events held in the St James and Gyle Shopping Centres also attracted a high level of interest.

Respondents expressed a wide variety of views. These ranged from strong support to strong opposition, with a majority (60%) supporting or strongly supporting the proposals and 36% opposing or strongly opposing them. A higher proportion of women (71%) than men (55%) support the proposals. Young men in the age group 16-24 are most likely to oppose the proposals.



Strong feelings on both sides

The response shows the strength of public feeling both for and against this issue.

Why do respondents oppose them?

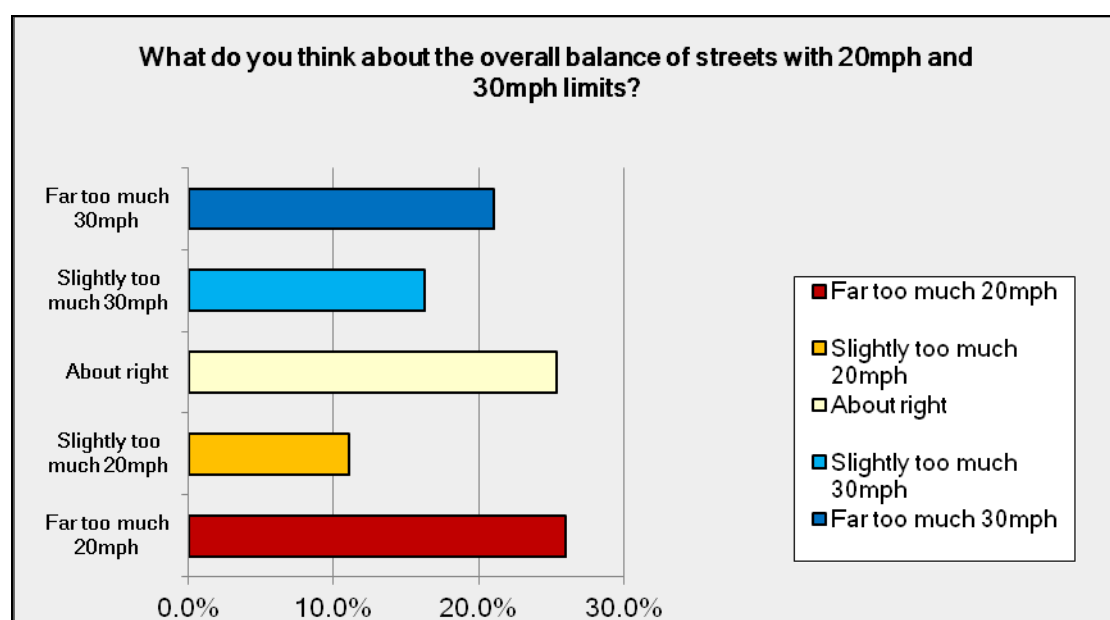
- Lack of enforcement
- Journey times will increase
- Impact on business and tourism
- Driver Frustration
- Impact on congestion and pollution
- Money could be better channelled into other transport improvements

Why do respondents support them?

- Reduced speed will increase safety and responsible driving
- It will improve the environment of the city
- Safer communities for all road users (particularly vulnerable road users)
- It will get more people walking and cycling
- Positive impact on health issues
- Reduced noise levels

Males over represented in the response

Male respondents (62%) were higher than the number of female (38%) respondents. The 2011 census shows a 48/52 split of men and women in Edinburgh's population.



Methodology

A consultation approach was necessary which provided adequate opportunities to capture the opinions of residents online and offline. An engagement programme was developed with input from the Neighbourhood Teams and promoted on the Council's website, media and social media. Neighbourhood Teams and Community Councils also assisted in promoting and raising awareness of the consultation events.

A range of materials and methods were used to capture views including:

- Online and paper questionnaire
- Eflyer with details of the consultation sent to over 500 individuals and organisations including businesses, Edinburgh Transport Forum, equalities and community groups, MPs, MSPs, Councillors, Council staff, community health groups, transport road and freight operators, public service providers, schools and parent councils

- Leaflets and posters distributed to libraries, community centres, Council reception and neighbourhood offices, GP surgeries, community councils, tenants organisations, schools, youth groups, equalities and community organisations.
- Social media: extensive use of corporate and neighbourhood twitter accounts
- Articles about 20 mph speed limits in local press and community newspapers
- Article about 20 mph consultation in Council Leader’s Report
- Briefings issued to Elected Members and Community Councillors
- Publicity about consultation on plasma screens in libraries and Council Offices
- Five public meetings and 6 drop in events held in local venues and libraries
- Two road show events held in the St James and Gyle Shopping Centres
- Staff roadshow
- Exhibition of proposals in Central Library from 1 – 14 September
- Meetings with Lothian Buses, Police Scotland, NHS Lothian, Council staff and interest groups.

Level of Response

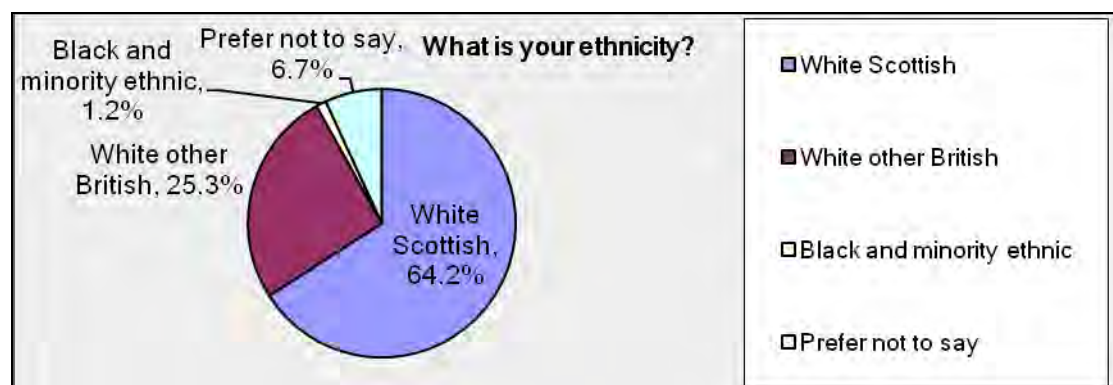
The various consultation channels received the following levels of response:

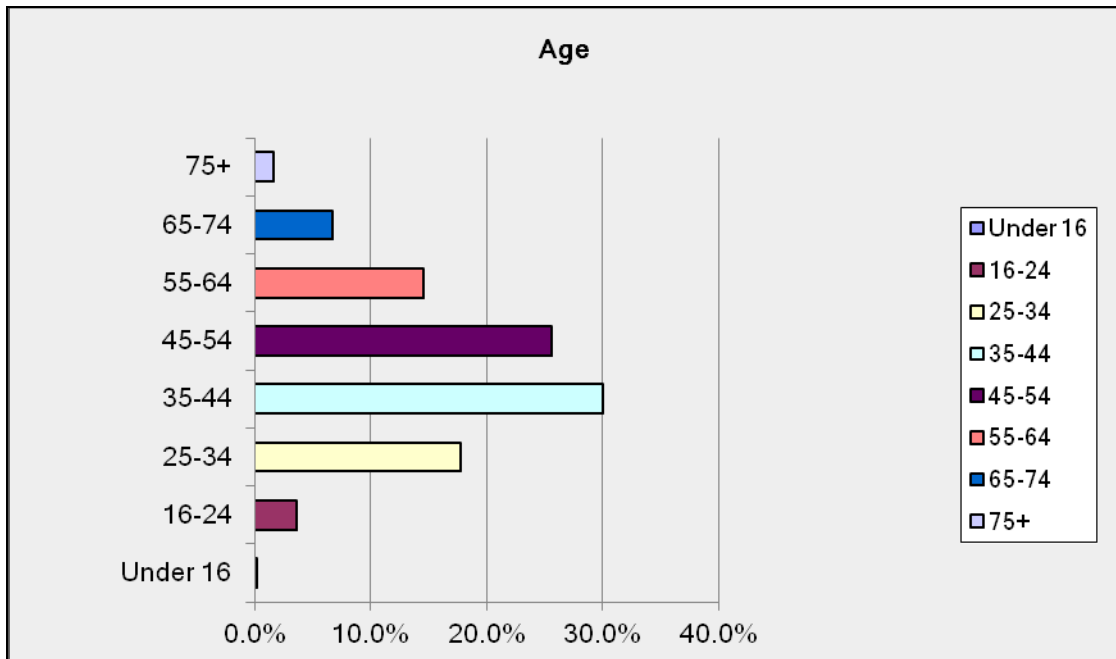
Engagement Channel	Response
Online Survey	2545
Paper Survey	40
Email Comments	250
Hard copies of letters	5
Public meetings and drop in events	200 attendees approximately
Council website	13,436 page views

Who responded?

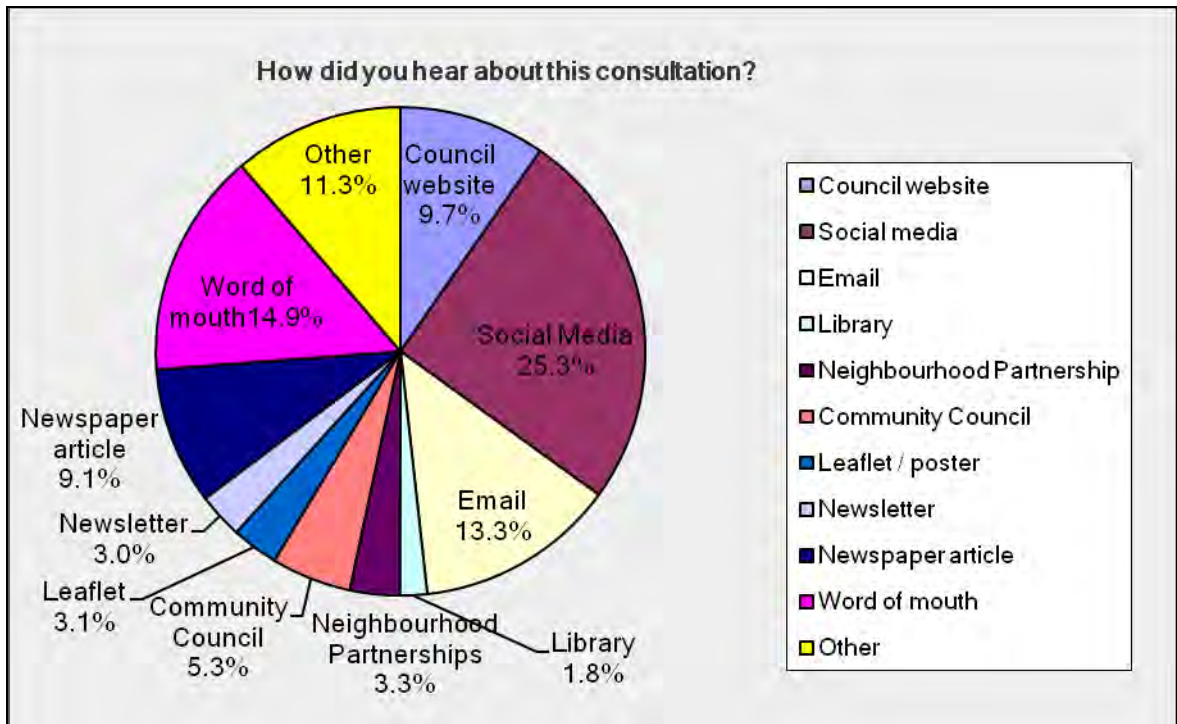
- 57% of respondents came from the 35- 54 years age group
- 89.5% of respondents identified themselves as White British or White Scottish
- 5% of respondents were disabled
- 34 businesses and 53 organisations responded to the consultation.

A list of businesses and organisations that submitted a response is included at the end of the document.





How did you hear about the consultation?

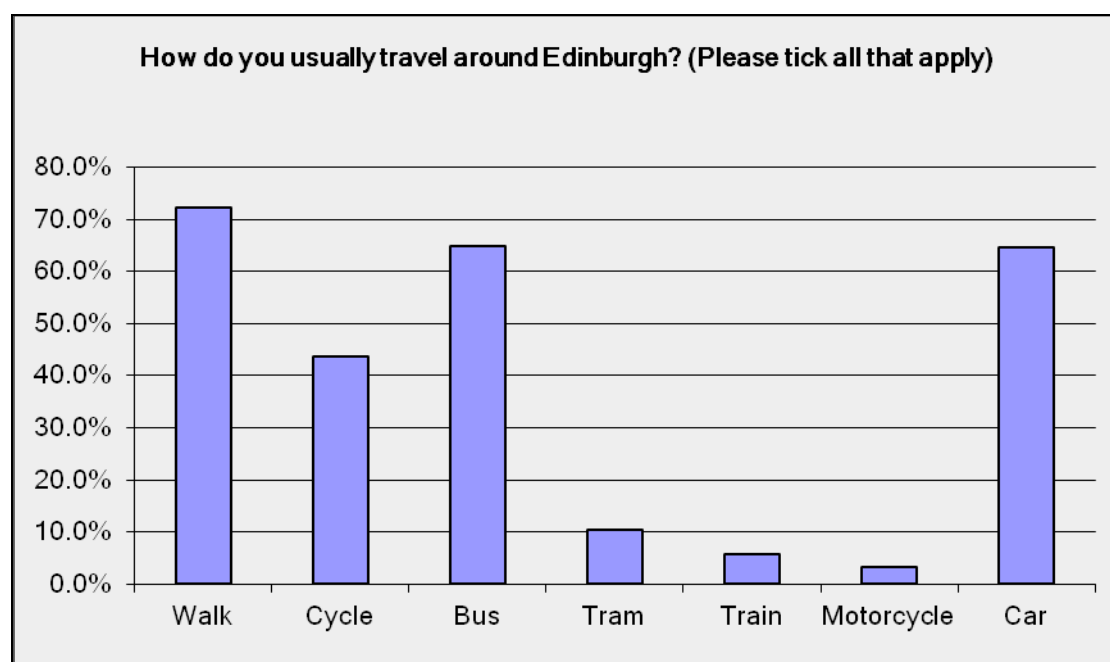


The view from different respondent groups

	Support/Strongly Support	Oppose/Strongly Oppose
Male	55%	41%
Female	71%	25%
Under 35	52%	46%
35 - 64	63%	33%
65 +	64%	28%
Disabled	47%	45%
Parents/Guardians of children under 16	72%	22%
Businesses	50%	50%
Organisations	81%	9%

The survey included a question which helped us to profile how respondents travel around the city. The following table shows their support/opposition to the 20 mph speed limit proposals.

	Support/Strongly Support	Oppose/Strongly Oppose
Regular car user	52%	43%
Regular cyclist and walker	63%	31%
Regular public transport user (bus & train)	62%	32%
Regular cyclist	74%	22%
Regular motorcyclist	27%	65%



Proposed Network

Respondents were invited to comment on roads that should keep 30 mph speed limits and streets that should have a 20 mph speed limit instead of a 30 mph limit. Roads identified by respondents have been reviewed against the criteria set out in policy Safe 4 from the Local Transport Strategy 2014 to inform the selection of roads put forward for consideration by the Transport and Environment Committee.

Suitability of roads with 40 mph speeds reduced to 30 mph

348 respondents commented that 40 mph roads should stay the same.

266 respondents commented that speeds should be reduced from 40 to 30 mph on some main roads.

102 respondents are in support of 30 mph in built up areas with pedestrians.

Streets which require extra measures

Respondents were asked if there were any streets which the Council may be required to put in extra measures such as road markings, speed responsive signs and road humps. Findings reveal a close correlation between the list of streets requiring additional measures and streets with a high level of support for 20 mph. Feedback will help to shape the next phase of the project.

Concerns, reservations and additional comments. Typical comments from each of the key themes have been selected.

Theme	Respondents in their own words
Enforcement: There is concern that many drivers will ignore the 20 mph speed limits unless enforcement measures are in place	'There would be greater benefits to all parties in Edinburgh if the current rules of the road were better enforced. What will be achieved by implementing a lower speed limit when the present one is not effectively enforced?'
Road Safety: A high level of respondents indicated road safety concerns for pedestrians and cyclists. Others commented that 20 may lull people into a false sense of safety	'The potential benefits are clear and include preventing death, particularly among children and young people, as well as preventing injuries (can hence help reducing costs on health services)' 'Folk will become more blasé, more careless and so cause more accidents.' 'As a cyclist having vehicles go at 20 mph will be pretty nasty. A lot of medium cyclists will cycle around 15 -18 mph. This means that cars will go by (normally too close) but take considerably longer to do so. Either that or more timid drivers will sit too close behind you waiting for a chance to overtake.'

<p>Environmental Benefits: Many people commented on the environmental benefits 20 mph speed limits can bring</p>	<p>‘If we want to make our city a pleasant place to live, we need to make our streets friendly, usable by the people that live shop and work here not just for those who want to drive through it’</p>
<p>Journey Times: Opinion was divided on this issue. Some people think that journey times will increase and others feel that it would have little impact.</p>	<p>‘Journey times for all will be severely lengthened, frustration of drivers may cause accident rate to increase meaning the proposals would have the opposite effect on safety.’</p> <p>‘I’m a motorist, cyclist and pedestrian. Cars would save very little time by leaving speed limits at 30/40 mph. A reduction to 20 mph would have very little impact on journey times, but would increase safety dramatically especially for pedestrians and vulnerable road users ’</p>
<p>Impact on business: There was a mixed reaction for and against</p>	<p>‘Fantastic idea’. ‘I don’t think its extensive enough’</p> <p>‘creates a better ambience in the city centre, increasing footfall and bringing economic benefits for businesses’</p> <p>‘I believe that the proposals will deter the public from shopping in central Edinburgh. Businesses are dying daily in central Edinburgh and I believe reducing motorist speeds to 20 mph will be yet another nail in the coffin.’</p> <p>‘Efficient and quick movement of people and goods on the roads is vital for economic prosperity’</p>
<p>Impact on pollution and congestion: Opinion was divided. Some people think 20 mph creates higher pollution levels and leads to congestion while other indicated traffic flows more smoothly and emissions are reduced</p>	<p>‘Emissions from cars and other vehicles will obviously rise in response to the 20 mph restrictions as drivers will be forced to use lower gears when driving- how does the Council propose to deal with poorer air quality in our city and resulting health issues?’</p> <p>‘The reality is that in urban environments with 30 mph limits, traffic speeds and slows down more whereas in 20 mph zones, traffic flows more smoothly. Vehicles which accelerate and brake more produce more emissions than those which are driven at a constant, smoother speed.</p>
<p>Speeding: Many people commented on the impact this has on pedestrians, especially children and older people.</p>	<p>‘Lower speeds are likely to lead to a safer, quieter neighbourhood.’</p>

<p>Traffic Calming: There was strong opposition to traffic calming measures</p>	<p>‘Please don't use road humps unless absolutely necessary; they cause unacceptable vibration and disturbance to nearby residences (most tenement flats are only a few feet from the road)’</p> <p>‘Road humps are a bad idea, they just encourage drivers to slow down and speed up between them which makes the problem of local air pollution worse. Speed responsive signs are more effective and encourage drivers to drive at a constant speed that is economic.’</p>
<p>Road Signage: There was support for signage to be kept to a minimum and to be clear and consistent</p>	<p>Whatever scheme is introduced, the associated signage should be kept to the absolute legal minimum. A single clearly defined zone - within which a 20mph limit applied to <i>all</i> roads - should need less signage than one requiring the usual set of twin signs mounted on thick grey poles at both ends of every single street. But even if there's variation between streets, excessive signage should be avoided. Edinburgh is already cluttered with unnecessary and poorly sited signs, and the effect is to turn a living city centre into a traffic management system - a real place has become a life-size board game. We really don't need more.</p>

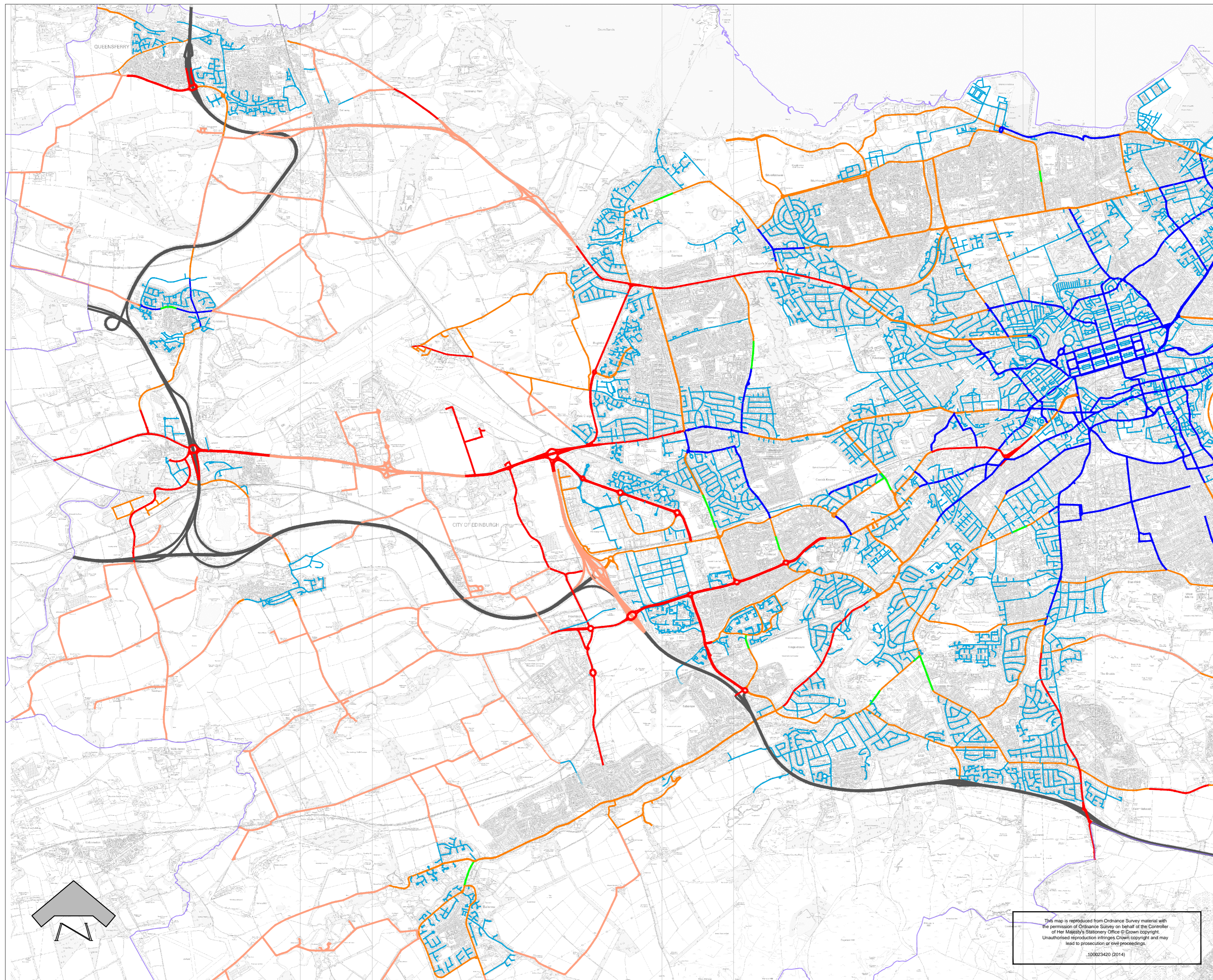
Responses to the consultation from businesses and organisations	
Cranachan & Crowdie	Rumblin' Tum
D Grant window cleaners	Dain Driving School
Face and Body Ltd	Techview Limited
Whizzkids	Flaubert Gallery
b-spokes	P Johnson & Company
Dunpark (Edinburgh) Ltd	Flux
Kakao by K	Edinburgh Stump Removal
Abercromby Place Homeopathic Practice	Bonkers Original Gifts
Donald Symon	Edinburgh Orthodontics
MW Brunsdon Radio Communications	Rubric Europe Ltd.
Maccabe Ltd t/a Scott Findlay Plumbing & Heating	The Cat's Miaou
Forth Ports Limited	Kingsford Estates
Oak Team Limited	Peggy's Mill Association (representing residents of Peggy's Mill Estate, Cramond)
Royal Mile Primary School Parent Council	Balerno Community Council
Douglas Crescent Residents Association	SEStran
International Play Association Scotland	Prospect Bank School
Carnbee Owners Assoc	Greener Leith
Living Streets Scotland	Craigleith/Blackhall Community Council
University of Edinburgh x 2	Edinburgh Napier University
Kirkliston After School Club (Charity SC028153)	Historic Scotland
Westfield Court Residents Association	Castle Rock Edinvar

Granton and District Community Council	Sustrans Scotland
Gorgie Dalry Community Council	Drummond Civic Association
The Andrew Cyclist Charitable Trust (Scottish Registered Charity)	Concerned Parents Association
Marchmont & Sciennes Community Council	Scottish Fire and Rescue Service-City of Edinburgh
Braidwood Bikepark group	Transform Scotland
Friends of the Earth Scotland	Edinburgh and District Advanced Motorcyclists
Stockbridge Colonies Residents Association	Heriot Row East Association
Lauderdale Hotel	Neighbourhood Watch - Avon
The Andrew Cyclist Charitable Trust	Chair of Kirkliston Community Council
Grange Prestonfield Community Council	Friends of Prestonfield Primary School
Motorcycle Action Group	Davidsons Mains & Silverknowes Association (DMSA)
Morningside Ballet School	New Town & Broughton Community Council
Ratho Community Council	Freight Transport Association
Spokes	India Street Association
Parc Craigmillar	Portobello Community Council
Road Haulage Association	Lower Granton Road Residents

Appendix 3 – Summary of Main Changes to Draft 20mph Network

Street Name	Action	Reason
Boness Road	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a bus route.
Queensferry Road B800 and Main Street (Kirkliston)	Change to 20mph	Both roads cross through the centre of Kirkliston where walking and cycling is to be expected.
Freelands Road	Retain 30mph	Not a residential road. Designation a mapping error.
Barnton Gardens (from Quality Street to Junction with Lauriston Farm Road)	Change to 20mph	Road has residential frontages fronting the roads closely and is in an area where walking and cycling are expected.
Clermiston Road (Southern half)	Change to 20mph	The southern section of Clermiston Road narrows as it approaches St Johns Road and enters a more built up residential area.
Pennywell Road	Retain 30mph	While the road goes through a residential area, the road is not residential in character.
Lower Granton Road to Pier Place via Starbank Road	Change to 20mph	Road runs adjacent to terraced and tenemental properties with narrow footways.
Ferry Road to junction with Newhaven Road	Retain 30mph	Junction at Newhaven Road provides a natural transition between 30mph and 20mph, due to the change in built environment and surrounding uses for pedestrians, cyclists and drivers.
East Fettes Avenue to junction with Carrington Road	Retain 30mph	This is a straight wide road with little residential frontage.
Queensferry Road to junction with Oxford Terrace	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a primary bus route.

Street Name	Action	Reason
West Coates	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a primary bus route.
Western Approach Road	Retain 30mph	This is not a residential road and not an area where walking or cycling would be expected.
London Road/Portobello Road	Retain 30mph	While this road runs through residential areas, it is a strategic arterial route and the immediate environments it passes through do not require 20mph. This is also a primary bus route.
Dalkeith Road (from Royal Commonwealth Pool to Cameron Toll)	Retain 30mph	While this road runs through residential areas, it is a strategic arterial route and the immediate environments it passes through do not require 20mph. This is also a primary bus route.
Niddrie Mains Road to junction with Greendykes Road	Change to 20mph	20mph section extended to take into account upcoming Town Centre regeneration.



20 mph Proposals Edinburgh West

Key

20mph Strategic & Secondary	
20mph Local	
30mph Streets	
Existing 20mph Limit	
Existing Part Time 20mph	
Existing 40mph	
Existing 50/60mph	
Existing Trunk Roads	

A	Amended Street Network	AH	29/05/14	PN
REVISION	DETAILS	BY	DATE	CHECKED

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

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
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20mph Network Proposals
City of Edinburgh - West
Proposed Network

Date: 12 December 2014	Job No: 672924	Drawn by: A Hutcheon
Scale: Not to Scale		Checked by: C Wood

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100023420 (2014)

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

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

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

Executive summary

The Local Transport Strategy, which was approved by this Committee at its meeting on 14 January 2014, contains a number of policies and actions relating to parking. These policies and actions are being taken forward through the development of a Parking Action Plan.

This report provides an update on the progress made to date and outlines the necessary steps in developing a Parking Action Plan.

Links

Coalition pledges

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

Single Outcome Agreement [SO4](#)

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

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report; and
 - 1.1.2 notes that the potential for introducing restrictions on Sundays, in advance of the measures that will be implemented as part of the Parking Action Plan, will be investigated and a report submitted to Committee in two cycles.

Background

- 2.1 In January 2014, the Council's Local Transport Strategy 2014-2019 (LTS) was approved by Committee. The LTS and the policies it contains is informed by extensive consultation and input from individual action plans.
- 2.2 The LTS contains 33 policies that relate to parking in Edinburgh. These policies and the resulting actions are being drawn together into a Parking Action Plan (PAP), providing a cohesive vision for improving parking within Edinburgh.
- 2.3 At its meeting of 3 June 2014, the Transport and Environment Committee approved a report on the PAP which included the recommendations that Committee:
 - 2.3.1 agrees to the commencement of the preparatory and investigatory work on the individual workstreams identified within the report; and
 - 2.3.2 requests that a report be submitted to Committee in January 2015 that will cover: shared use parking, visitor permits, the overall approach to charging, Sunday parking, extending controls to evenings and weekends and measures to manage demand for permits.
- 2.4 This report:
 - details the progress made since June 2014;
 - explains the process and timescale for moving the PAP forward; and
 - explains what work is being undertaken.

Main report

- 3.1 In order to develop the draft PAP, work packages have been developed to reflect major issues identified through the LTS and from feedback received to the Parking Satisfaction Survey. The work packages have been designed so that solutions to parking pressures in the evenings and weekends can be considered as well as issues relating to permit use, accessibility to city centre parking places and off street parking.
- 3.2 Work on developing a pricing strategy for parking that will support other transport policies will also be taken forward as part of the PAP.
- 3.3 Many of the proposed actions are closely interlinked, with controlling parking in the city centre on Sundays an example of an action that could have a significant impact on parking demand. Much of the planned work is to be an information gathering exercise, designed to detail parking demand and usage within the city centre.
- 3.4 A series of planned internal workshops to identify detailed actions and develop implementation plans have already commenced.
- 3.5 While some preparatory work has been carried out by virtue of the consultative exercises for the LTS and by the Parking Satisfaction Survey, further work is required to provide the detail necessary on which to base the proposals to be contained within the PAP. The following sections explain the work that will be carried out in respect of the main elements of the PAP.

Roll-out of Shared Use Parking

- 3.6 The need for additional parking for permit holders has been established through the Parking Satisfaction Survey and the consultation for the LTS, as well as through general feedback from residents corresponding with the Council.
- 3.7 In order to identify budgetary requirements and to progress a traffic order, it is necessary to prepare a revised layout that shows the planned roll-out of Shared Use parking. This involves an assessment of both existing restrictions and permit holder parking demand, followed by a reallocation of both existing parking places and yellow lines to provide additional parking opportunities where they are most needed.
- 3.8 Design work has already commenced, with the aim of increasing the number of spaces available to permit holders across zones 1 to 8. This will also provide space that will create improved accessibility for other parking users across those zones.

Evening Parking

- 3.9 The Parking Satisfaction Survey results indicated that there was strong support from residents for restrictions that extended further into the evenings. Currently, restrictions generally finish at 6.30pm in the central zones and at 5.30pm in the peripheral and extended zones. Many residents indicate that the most difficult time to park near to their homes is towards the end of the controlled hours, or in the early evening.
- 3.10 Parking surveys will be carried out that will indicate the levels of residential and non-residential parking that take place after the controlled hours. This information will indicate whether evening controls would improve parking opportunities for residents.

Sunday Parking on Main Routes & Sunday Parking

- 3.11 Parking surveys are to be conducted within the city centre in order that parking patterns and demands can be fully understood. The aim of these surveys is to determine lengths of stay and parking volumes. This information will help determine what measures could be utilised to improve overall accessibility to parking. The analysis of the survey data will inform proposals in respect of parking on main routes on Sundays and Sunday Parking. This information will also help to inform the potential impacts that any additional controls could have on existing parking patterns and pressures.
- 3.12 It is also intended to commission market research to determine the public perception of the need for further parking controls and to help identify who is creating parking demand. This exercise will help to assess the source and duration of parking demand, which in turn will help to assess the potential impact of additional controls.
- 3.13 It is anticipated that on-street interviews will be conducted with motorists in order to determine their reasons for visiting the city centre and their reason for travelling by car. Other research methods, including workplace surveys and postcard surveys, may also be utilised as a means of gathering the required information.
- 3.14 A series of consultation exercises with stakeholders representing residents and businesses is also planned to take place in early 2015, with focus groups being arranged to discuss the range of proposals within the Plan.
- 3.15 At its meeting of 28 October 2014, the Transport and Environment Performance Review and Development Sub-Committee was briefed on the PAP. The Sub-Committee raised the particular issue of Sunday parking. It requested that the problems experienced as a consequence of unrestricted parking on Sundays should be addressed more quickly than the proposed timescale for bringing forward and delivering the PAP.

- 3.16 In response to the concern expressed, the potential for taking forward a separate proposal that would tackle issues of traffic congestion on Sundays will now form part of the investigative work being carried out for the preparation of the draft PAP. The investigation will identify those locations where there are significant traffic management problems as a result of unrestricted parking and what restrictions could be introduced to address these problems in advance of any introduction of controlled parking on Sundays through the PAP. It will also consider the financial implications of separately introducing Sunday restrictions, the potential impacts on parking elsewhere and the impact on the wider implementation of the PAP. The results of this investigation will be reported to Committee in June 2015.

Delivering the Parking Action Plan

- 3.17 Delivery of the approved PAP would require the processing of a traffic regulation order to make changes to the location, extent and operating times of controls. On-street, it is likely that there would be significant changes to existing signing, and to the layout of existing restrictions.
- 3.18 Treated independently of one another the various elements could require separate changes to the same signing. Taking a holistic approach, which would result in a single roll-out of the measures within the finalised PAP, would allow a single change of signing, thus avoiding additional costs that would be incurred if the different measures were implemented separately.
- 3.19 The linkages and dependencies between the different strands of the PAP indicate that implementation of the different measures needs to be simultaneous to achieve a fully integrated and co-ordinated delivery.
- 3.20 The work being carried out will therefore include the preparation of a detailed estimate of the costs involved in delivering the improvements proposed by the PAP in a single roll-out. The extent and nature of the proposed changes will be put to Committee in June 2015 and could include shared-use parking, evening, weekend and Sunday controls.

Proposed Timetable

- 3.21 It is intended to seek approval from Committee, at its meeting on 2 June 2015, to go out to consultation on a draft PAP. The outcome of the consultation and a final draft Action Plan will be reported to Committee for approval in August 2015.
- 3.22 Following approval of the PAP implementation will begin by commencing the process of changing existing Traffic Regulation Orders and introducing new ones where required.

Measures of success

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

Financial impact

- 5.1 Although the delivery of the PAP will incur costs related to many of the proposed measures, it is also possible that some of those measures could result in minor increases in income to the Council.
- 5.2 Further work is required in order to consider all of the potential costs involved. Full details of the anticipated cost implications, as well as any potential increases in revenues, will be included in the future reports on the PAP.
- 5.3 The costs involved in the preparatory work required to inform the preparation of the draft PAP document, including surveys, market research, focus groups and other consultation exercises have been estimated at approximately £110,000. This estimate includes the appointment of consultants and other external agencies to conduct this work on behalf of the Council. Those external resources will be sourced via the Scotland Excel framework in accordance with the Council's procurement procedures and Standing Orders.
- 5.4 All costs will be contained within existing Revenue budget allocations for Parking Operations and Parking Policy.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010.
- 7.2 The proposed consultations that will be conducted as part of the preparation of the PAP will have a positive impact in terms of Participation, Influence and Voice and will encourage people to participate in public life.
- 7.3 The rollout of shared use parking and the introduction of visitor permits will have positive impacts on Standard of Living and Individual, Family and Social Life. There are also considered to be positive impacts in terms of creating improved accessibility, providing benefits in terms of Age and Disability to those who might otherwise find it difficult to access the city centre.
- 7.4 While it is recognised that the PAP can be expected to provide positive impacts in a number of areas, these will be detailed in a future report when the detailed proposals are presented to Committee.

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 proposals in this report are not expected to impact on carbon emissions;
 - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that some of the proposals that might evolve out of the investigative work outlined in this report could have beneficial impacts on carbon emissions. These will be considered in greater detail when the detailed proposals are reported to Committee.

Consultation and engagement

- 9.1 The proposals contained within this report have been brought forward following consideration of the results of two separate consultative exercises. The first involved 65,000 leaflets being delivered to both residential and business addresses within the CPZ. The survey contained a link to a more detailed, online survey which respondents could use to provide additional information to the Council.
- 9.2 Details of the survey were also made available on the Council's website, with a link leading to the online survey.
- 9.3 Elected members whose wards were within the CPZ were sent details relating to both the leaflet and the online versions of the survey.
- 9.4 The results of that consultation, reported to Transport and Environment Committee in January 2014, indicated a desire on the part of residents to see additional spaces created for permit holders and the introduction of Visitor Permits.
- 9.5 The second consultative process is that contained within the continuing evolution of the Council's Local Transport Strategy. That process also involved the distribution of leaflets, as well as information on the Council's website.
- 9.6 In addition, the Council arranged focus groups, to which interested parties were invited, as a means of determining views on a range of transport topics.
- 9.7 Further consultation with stakeholders is planned as part of the ongoing preparatory work for the PAP, as is market research that will engage directly with the public.

Background reading/external references

[Local Transport Strategy](#)

John Bury

Acting Director of Services for Communities

Contact: Andrew MacKay, Traffic Orders and Project Development Officer

E-mail: a.mackay@edinburgh.gov.uk | Tel: 0131 469 3577

Links

Coalition pledges	Maintaining and enhancing the quality of life in Edinburgh.
Council outcomes	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10:00am, Tuesday, 13 January 2015

Updated Pedestrian Crossing Prioritisation 2014/15

Item number	7.4
Report number	
Executive/routine	
Wards	All

Executive summary

This report provides an updated pedestrian crossing priority list and reports back on the consultation on locations approved in 3 June 2014 report. It also responds to a request made through the Transport and Environment Committee on 23 November 2012 'to include in a future report a review of the prioritisation of existing traffic lights without a pedestrian crossing sequence and associated funding implications'.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Updated Pedestrian Crossing Prioritisation 2014/15

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the updated pedestrian crossing priority list for 2014/15 as per Appendix 1;
 - 1.1.2 notes the locations that did not meet the priority list criteria in Appendix 2;
 - 1.1.3 approves the updated construction list and notes the results of the public consultations setting aside any representations to allow construction to progress (Appendix 3);
 - 1.1.4 notes the outcome of a review of the prioritisation of existing traffic signals without pedestrian crossing facilities and associated funding requirements as requested by the Transport and Environment Committee on 23 November 2012;
 - 1.1.5 notes the priority list (Appendix 6) for renewing and upgrading traffic signals and that this will be used as the basis for the programme in 2014/15 and 2015/16; and
 - 1.1.6 agrees to carrying out a PV²assessment of the 62 signalised junctions without full pedestrian crossing facilities and to receiving the results of the assessment, in the annual report on Pedestrian Crossing Prioritisation in late 2015.

Background

- 2.1 In accordance with the decision made by the former Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled “Pedestrian Crossing Prioritisation Process”, this report provides an update on the priority list for pedestrian crossings.
- 2.2 It also responds to a request made to Transport and Environment Committee, on 23 November 2012, for a review of the prioritisation of existing traffic signals without a pedestrian crossing sequence and associated funding implications.

Pedestrian crossing priority list

- 3.1 The previous pedestrian crossing priority list (approved by Transport and Environment Committee on 4 June 2014) consisted of 10 locations. These sites remain on the priority list for construction as listed in Appendix 1.
- 3.2 The base data which is used to assess if a location is suitable for a crossing is known as the PV² value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results. This base PV² value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip-attractors such as schools, doctors' surgeries, shops etc.
- 3.3 A location with an adjusted PV² value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV² value is achieved no additional crossing facilities may be recommended. Appendix 4 is a flow diagram which details the steps carried out in a pedestrian crossing assessment. This process is only used for the provision of stand alone pedestrian facilities, such as puffin crossings and pedestrian islands; it does not include the provision of facilities at existing traffic signals.
- 3.4 Since June 2014 a total of forty-five locations have been assessed. Eight of these have met the criteria, including two re-assessments, and have been added to the priority list for construction. Ferniehill Drive, which was included in the report to Committee in June 2014 report has now been constructed and removed from the priority list.
- 3.5 Thirty-seven of the requested locations did not meet the adjusted PV² scoring and were not progressed. Locations which have an adjusted PV² value of less than 0.3 or deemed unsuitable are not being progressed and are listed in Appendix 2.
- 3.6 It should be noted that, due to consultation requirements, some locations may fall back into the following year's programme. Issues may arise which require alterations to the proposed designs or Traffic Regulation Orders may be required which may affect construction timescales. Should any location fall back into the following year's construction programme, additional locations will be brought forward on the basis of highest ranking from the priority list.

Traffic Signals without Pedestrian Crossing Facilities

- 3.7 There are 554 traffic signals within the City of Edinburgh boundary. This is split into 236 signalised junctions, 275 pelican and puffin crossings and 43 toucan crossings. Of the 236 signalised junctions (see table below) 6 have no pedestrian crossing facility as they would not be appropriate due local topography, type (eg roundabout) and location. There are a further 62 that only have partial pedestrian crossing facilities a while the majority (71%) have full pedestrian facilities.

Traffic Signals Installations	Approx Quantity
Full Pedestrian Facilities	168
Partial Pedestrian Facilities	62
Pedestrian Facilities Not Applicable (eg. signalised roundabouts)	6
Total Signalised Intersections	236

- 3.8 The capital budget for upgrading or renewing traffic signals (signalised junctions and pedestrian crossings) is approximately £250,000 per annum. This is supplemented by money from Scottish Government funding for Cycling, Walking and Safer Streets which varies from year to year.
- 3.9 The expected design life for traffic signals is approximately 15 to 20 years. Beyond this, equipment reliability and availability of spares becomes difficult. Up until 2014/15 the prioritisation for capital spend on existing traffic signals has been based primarily on the age and condition of signals. The table below gives a breakdown of the age of all of the 554 traffic signals in Edinburgh.

Traffic Signal Asset - Age Profile	Quantity
0 – 5 Years	89
5 – 10 Years	191
10 – 15 Years	117
15 – 20 Years	83
> 20 Years	74
Total Quantity of Installations	554

- 3.10 Most of the signalised junctions with partial crossing facilities tend to be older ie 15 years or more. When signalised junctions are renewed or upgraded full pedestrian facilities are also installed. The cost of upgrading signalised junctions varies depending on the type and size of the intersection but an approximate average cost is £125,000. In 2014/15 the capital budget for traffic signals is being supplemented by £150,000 from Cycling, Walking and Safer Routes funding giving a total capital resource of £400,000.
- 3.11 In a recent exercise the Traffic Signals and Road Safety Teams used a broader set of criteria to prioritising spend on renewing or upgrading traffic signals including:
- Age/condition of equipment;
 - Public health and safety;
 - Traffic and pedestrian flow; and
 - Fault frequency.
- 3.12 The criteria and associated scores (see Appendix 5) were applied to all traffic signal installations and used to produce a top 20 list of traffic signals (see Appendix 6) which has been used as the basis for the renewal/upgrading programme for this financial year and next. As the age the criteria is given greater weighting only 7 of the 20 installations had partial pedestrian facilities albeit 3 of them were at the top of the list.
- 3.13 The programming of junction upgrades is dependent on traffic management and other network constraints such as major road works. Due to current or anticipated network constraints, the three signalised junction at the top of the prioritised list have been deferred until 2015/16 subject to a review of traffic and network management issues. The junctions that it is proposed to upgrade to the 2014/15 programme are:
- London Road/Meadowbank Terrace;
 - Salisbury Place/Newington Road; and
 - Minto Street/East Mayfield.
- 3.14 It is worth noting that the age of the signal assets is a priority criterion in deciding investment priorities. This is because older installations are more susceptible to faults and cyclical renewal helps mitigate the health and safety risk to the public associated with signal failure due to age and condition.

- 3.15 The need for pedestrian crossing facilities at signalised junctions could also be considered solely in terms of road safety as part of the assessment that is used for compiling the Pedestrian Crossing Priority List ie assessed to determine the PV^2 value. It is intended to carry out the assessments necessary to establish a PV^2 value for all 62 signalised junctions with partial pedestrian crossing facilities and to programme this work over the next 12 months. It is proposed that the outcomes of these assessments are reported to a future meeting of this Committee.
- 3.16 The outcome of these assessments should be considered with other priorities for the Road Safety capital budget. In this context the higher costs of upgrading signalised junctions to include full pedestrian facilities will need to be assessed against installing new stand alone pedestrian crossings and other facilities such as pedestrian islands.

Measures of success

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

Financial impact

- 5.1 Funding of up to £245,000 has been made available from the 2014/15 capital road safety budget of £900,000 to introduce crossing facilities at locations from the priority lists. It is proposed that a similar amount will be allocated in the 2015/16 budget.
- 5.2 The annual traffic signals capital refurbishment budget for cyclical renewals is in the region of £250,000. In 2014/15 an allocation of £150,000 is also being taken from the Scottish Government grant, Cycling Walking and Safer Streets. Based on current construction costs, two major or possibly three medium sized signalised junctions could be refurbished within this budget. Alternatively, a number of pelican crossings could be upgraded to puffin type crossings.
- 5.3 Should there be a desire to target traffic signals junctions without full pedestrian facilities, it is estimated that with an average cost £125,000 per junction the total cost would be in the region of £8m. This allows for full refurbishment of the installation, as signalised junctions without full pedestrian facilities are generally older installations, and as such, are unlikely to be suitable for minor modifications. The cost of carrying out PV^2 assessments on these signalised junctions is estimated to be in the region of £60,000.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 The new pedestrian crossing priority list will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the consultation and design process.
- 7.2 The Disability Discrimination Act came into force in 2005. Many of our installations pre-date this and therefore do not comply with this legislation. This is because they do not have facilities to aid disabled users, such as dropped kerbs, tactile cones and audible beepers. In the scoring system for prioritising investment in pedestrian crossings, points are awarded to reflect non-compliance with this legislation.

Sustainability impact

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

Consultation and engagement

- 9.1 Consultation will be carried out at the proposed locations on the pedestrian crossing construction list once approval has been granted and a design has been produced. The results of the consultation on four schemes approved in the report of 3 June 2014 are included in Appendix 3.

Background reading/external references

Appendix 1 – Updated Pedestrian Crossing Priority List

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

Appendix 3 - Consultation and Construction List

Appendix 4 – Pedestrian Crossing Assessment Process

Appendix 5 – Traffic Signals Prioritisation Criteria

Appendix 6 – Traffic Signal Installation Priority List-top 20

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

http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process

John Bury

Acting Director of Services for Communities

Contact: Stacey Skelton, Transport Officer

E-mail: stacey.skelton@edinburgh.gov.uk | Tel: 0131 469 3558

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 1 - Updated Pedestrian Crossing Priority List

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

Appendix 3 - Consultation and Construction List

Appendix 4 - Pedestrian Crossing Assessment Process

Appendix 5 - Traffic Signals Prioritisation Criteria

Appendix 6 - Traffic Signal Installation Priority List - Top 20

Appendix 1
Updated Priority List

Adj PV2 > 1.0 therefore site can be considered for a Signalised Crossing

Adj PV2 < 1.0 and > 0.70 therefore site can be considered for Pedestrian Island, Build outs or a Zebra Crossing

Adj PV2 < 0.30 therefore Do Nothing

Rank	LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends	Adjusted PV ²	Current Status	
				Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)				41-45 (1.3)
Previously Approved Sites from June 2013 Committee																		
1	West Granton Road opposite 26 Granton Mill Crescent	0.34	Mar-12	1	1	1	1	1	1.6	1	1.1	1	1	1	1	1	0.593	Consultation complete April 2013. Proposed for construction. Construction delayed due to TRO.
2	London Street at Drummond Place	0.681	Dec-12	1	1	1	1	1	2.2	1	1.1	1	1	1	1	1	1.48	Various crossing options to be designed and consulted on. Delayed due to TRO.
3	Myreside Road at Footbridge	0.189	Jan-13	1.348	1	1	1	1	1.2	1	1.1	1	1	1	1	1	0.33	Pedestrian island to be designed and consulted on. Delayed due to TRO.
4	Costorphine Road (A8) at Kaimes Road	1.236	Oct-09	1	1	1	1	1.1	1.9	1	1.1	1	1	1	1	1	2.81	Signalised crossing to be designed and consulted on. Awaiting developer funding. Reassessed May 2014.
5	Dalry Road at Dalry Place	0.223	Oct-09	1	1	2	1	1.1	1.6	1	1	1	1	1	1.4	1	1.09	Various crossing options to be designed and consulted on. Delayed due to TRO. Reassessed May 2014.
New Sites Added from 2013/14 Assessments																		
6	Crewe Road North at junction with Pilton Avenue	0.24	May-13	1.21	1	1	1	1	1.1	1	1.1	1	1	1	1	1	0.347	Build out options designed and consulted on. Anticipated construction 14/15 financial year
7	Colinton Road at Pedestrian exit from Napier University	0.317	Apr-14	1	1	1	1	1	2.0	1	1.1	1	1	1	1	1	0.573	Signalised crossing designed and consulted on as unsafe location for refuge island. Anticipated construction 14/15 financial year
8	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	0.158	Apr-14	1.217	1	1	1	1	1.9	1	1.1	1	1	1	1.25	1	0.504	Pedestrian island to be designed and consulted on. Delayed due to TRO
9	Pilrig Street @ Cambridge Avenue	0.248	Apr-14	1	1	1	1	1	1.3	1	1	1	1	1	1	1	0.323	Pedestrian island to be designed and consulted on. Delayed due to TRO

Rank	LOCATION			Children >15% (% plus 100)/115)	Elderly & Disabled >15% (% plus 100)/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
10	Cranley Nursery at Buckstone on Braid Road	0.201	May-14	1.104	1	1	1	1	1.5	1	1.1	1	1	1	1	1	0.358	Pedestrian island has been designed and consulted on. Anticipated construction 14/15 financial year
11	Telford Road at Telford Gardens	0.626	May-14	1	1	1	1	1	2.0	1	1.1	1	1	1	1	1	1.302	Various crossing options to be designed and consulted on.
12	Great Junction Street	1.651	May-14	1	1	1	1	1.2	2.0	1	1	1	1	1	1	1	3.311	Being constructed as part of Foot of The Walk Improvement Project
13	Ferry Road at Silverknowes Neuk	0.34893	Oct-14	1	1	1	1	1.1	1.0	1	1	1	1	1	1	1	0.389	Various crossing options to be designed and consulted on.
14	Ferry Road between Dudley Avenue and Summerside Place	0.713	Oct-14	1	1.017	1	1	1	1.0	1	1.1	1	1	1	1	1	0.842	Various crossing options to be designed and consulted on.
15	South Gyle Crescent, 150m south of junction with Redheughs Avenue	0.1768	Oct-14	1	1	1	1	1.3	1.0	1	1	1	1	1	1	1	0.3433	Various crossing options to be designed and consulted on.
16	Ocean Drive - Between exit from BHS and Roundabout	1.3698	Oct-14	1	1	2	1	1.3	2.0	1	1	1	1	1	1.25	1	1.3698	Various crossing options to be designed and consulted on.

Appendix 2
Locations Which Failed to Meet the Priority List Criteria

LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV ²	Current Status
			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
Locations Which Failed to Meet the Priority List Criteria																	
Douglas Crescent at Palmerston Place	0.013	Apr-14	1.000	1	1	1	1	1.5	1	1.1	1	1	1	1	1	0.02	Low score, failed to meet criteria (>0.3)
Yeaman Place/ Polwarth Crescent in vicinity of canal bridge	0.127	May-14	1.043	1	1	1	1	1.3	1	1	1	1	1	1	1	0.167	Low score, failed to meet criteria (>0.3)
Lasswade Road at Park Crescent - Existing Island	0.274	May-14	1.000	1	1	1	1	1.3	1	1	1	1	1	1.25	1	0.446	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Oxgangs Avenue at Oxgangs Green - Existing Island	0.09	May-14	1.183	1	1	1	1	1.2	1	1	1	1	1	1	1	0.138	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Clovenstone Road at Westerhailes Park - Existing Island	0.065	Apr-14	1.078	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.77	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Inverleith Row at Inverleith Place	0.154	Apr-14	1.078	1	1	1	1	1.3	1	1	1	1	1	1	1	0.223	Low score, failed to meet criteria (>0.3)
Gamekeepers Road at Cargilfield School	0.035	May-14	1.000	1	1	1	1	1.6	1	1.1	1	1	1	1	1	0.06	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Gilmerton Dykes Street at Gilmerton Dykes Crescent	0.087	May-14	1.113	1	1	1	1	1.3	1	1	1	1	1	1	1	0.122	Low score, failed to meet criteria (>0.3)
Kirkbrae at Orchardhead Road	0.148	May-14	1.130	1	1	1	1	1.1	1	1.1	1	1	1	1	1	0.197	Low score, failed to meet criteria (>0.3)
Craighouse Gardens at Craighouse Road	0.041	Apr-14	1.209	1	1	1	1	1.4	1	1	1	1	1	1	1	0.069	Low score, failed to meet criteria (>0.3)
Lasswade Road at Liberton Place Path	0.088	May-14	1.078	1	1	1	1	1.0	1	1.1	1	1	1	1.25	1	0.184	Low score, failed to meet criteria (>0.3)
Claremont Park near Forbes Nursery	0.074	May-14	1.139	1	1	1	1	1.5	1	1.1	1	1	1	1	1	0.138	Low score, failed to meet criteria (>0.3)
Ladywell House - Existing Island	0.16	May-14	1.070	1	1	1	1	2.0	1	1	1	1	1	1	1	0.272	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Corstorphine High Street at Ladywell Avenue - existing island	0.145	May-14	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.218	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.

LOCATION			Children >15% (% plus 100)/115)	Elderly & Disabled >15% (% plus 100)/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends (i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends (i.e. school, shops, leisure, community (1.4)		Current Status
Maybury Drive at North Bughlin Place	0.006	May-14	1.200	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.009	Low score, failed to meet criteria (>0.3)
Strachan Road at Craigmock Road	0.095	May-14	1.035	1	1	1	1	1.0	1	1	1	1	1	1	1	0.135	Low score, failed to meet criteria (>0.3)
Outside 60 Cluny Gardens	0.047	May-14	1.043	1	1	1	1	1.1	1	1.1	1	1	1	1	1	0.061	Low score, failed to meet criteria (>0.3)
Lanark Road at Arnott Gardens	0.037	May-14	1.148	1	1	1	1	1.8	1	1	1	1.3	1	1	1	0.102	Low score, failed to meet criteria (>0.3)
Kilgraston Road at Dick Place	0.177	May-14	1.017	1	1	1	1	1.0	1	1	1	1	1	1	1	0.178	Low score, failed to meet criteria (>0.3)
Hamilton Terrace - outside of school	0.00113	Oct-14	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.001	Low score, failed to meet criteria (>0.3)
Duddingston Road at the narrowing, west of Durham Road	0.01863	Oct-14	1.035	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.027	Low score, failed to meet criteria (>0.3)
Wardie Steps bus stop, Lower Granton Road	0.16667	Oct-14	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.203	Low score, failed to meet criteria (>0.3)
Dumbryden Drive at Hailes Quarry Park	0.00058	Oct-14	1.000	1	1	1	1	1.2	1	1	1	1	1	1	1	0.0006	Low score, failed to meet criteria (>0.3)
Dumbryden Drive at Dumbryden Grove	0.00054	Oct-14	1.009	1	2	1	1	1.0	1	1	1	1	1	1.25	1	0.001	Low score, failed to meet criteria (>0.3)
Inverleith Terrace east of junction with Arboretum avenue	0.01687	Oct-14	1.000	1	1	1	1	2.0	1	1.1	1	1	1	1.25	1	0.036	Low score, failed to meet criteria (>0.3)
Hailesland Road @ Canal View PS	0.00641	Oct-14	1.000	1	2	1	1.2	1.0	1	1.1	1	1	1	1.25	1	0.021	Low score, failed to meet criteria (>0.3)
East Trinity Road east of Laverockbank Avenue	0.00158	Oct-14	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.002	Low score, failed to meet criteria (>0.3)
Grange Loan at junction with Dun-Ard Gardens	0.03462	Oct-14	1.035	1	1	1	1	1.1	1	1	1	1	1	1	1	0.038	Low score, failed to meet criteria (>0.3)
Ferry Road at Clark Avenue	0.04046	Oct-14	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.044	Low score, failed to meet criteria (>0.3)
Liberton Brae at Kirk Brae	0.00664	Oct-14	1.000	1	1	1	1	1.7	1	1.1	1	1	1	1	1	0.013	Low score, failed to meet criteria (>0.3)
Braid Road at entrance to the Hermitage of Braid	0.18291	Oct-14	1.009	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.227	Low score, failed to meet criteria (>0.3)
Willowbrae Road at Willowbrae Avenue	0.05714	Oct-14	1.000	1	1	1	1	1.3	1	1	1	1	1	1	1	0.075	Low score, failed to meet criteria (>0.3)
Maybury Road at Craigs Road	0.41953	Oct-14	1.070	1	1	1	1	2.1	1	1	1.2	1	1	1	1	1.135	Low score, failed to meet criteria (>2 for Dual Carriageway)
Eglington Crescent at junction with Glencairn Crescent at Travelodge	0.04998	Oct-14	1.000	1	1	1	1	1.6	1	1	1	1	1	1.25	1	0.103	Low score, failed to meet criteria (>0.3)
Lanark Road West at footpath to Nether Currie Road	0.10028	Oct-14	1.000	1	1	1	1	1.2	1	1	1	1	1	1	1	0.118	Low score, failed to meet criteria (>0.3)
West Granton Access @ West Pilton Way	0.04732	Oct-14	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.048	Low score, failed to meet criteria (>0.3)
Braid Road between Cluny Drive and Comiston Terrace	0.1075	Nov-14	1.304	1	1	1	1	1.0	1	1	1	1	1	1	1	0.192	Low score, failed to meet criteria (>0.3)

Appendix 3
Construction List and Public Consultations

3.1 Construction List

Location	Neighbourhood Partnership	Crossing Type	Estimated Construction Cost	Construction Year
West Granton Road opposite 26 Granton Mill Crescent	Forth NP	Refuge Island	£15,000.00	2014/15
Cranley Nursery at Buckstone on Braid Road	Pentlands NP	Refuge Island	£15,000.00	2014/15
Colinton Road at Pedestrian Exit from Napier University	South West NP	Signalised Crossing	£40,000.00	2014/15
Ferniehill Drive opp No 16	Liberton/ Gilmerton NP	Refuge Island - including costs for relocation of BT services.	£40,000.00	2014/15
Crewe Road North at Pilton Avenue	Forth NP	Build Out	£15,000.00	2014/15
London Street at Drummond Place (TRO Required)	City Centre NP	Signalised Crossing	£40,000.00	2015/16
Myreside Road at Footbridge (TRO Required)	South Central NP	Refuge Island	£15,000.00	2015/16
East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park (TRO Required)	Inverleith NP	Refuge Island	£15,000.00	2015/16
Pilrig Street at Cambridge Avenue (TRO Required)	Leith NP	Refuge Island/ Build Out	£15,000.00	2015/16
Corstorphine Road at Kaimes Road (Awaiting Developer Funding)	Western Edinburgh NP	Signalised Crossing (£25,000 Developer Contribution)	£40,000.00	2015/16
Dalry Road at Dalry Place (TRO Required)	South West NP	Signalised Crossing	£40,000.00	2015/16
Telford Road at Telford Gardens	Inverleith NP	Signalised Crossing	£40,000.00	2015/16
Ferry Road at Silverknowes Neuk	Almond NP	Refuge Island/ Build Out	£15,000.00	2015/16
Ferry Road between Dudley Avenue and Summerside Place	Forth NP	Refuge Island/ Build Out	£15,000.00	2015/16
South Gyle Crescent, 150m south of junction with Redheughs Avenue	Western Edinburgh NP	Refuge Island/ Build Out	£15,000.00	2015/16
Ocean Drive - Between exit from BHS and Roundabout	Leith NP	Signalised Crossing	£40,000.00	2015/16
Henderson Street at the junction with Great Junction Street	Leith NP	Signalised Crossing	£40,000.00	2015/16

3.2 Ferniehill Drive Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Resident	Yes	No	Pleased about this proposal	-
			Make right turn from Ferniehill Avenue more dangerous, increase pedestrians standing in the road in front of buses and will cause traffic jams.	The island is positioned so as to not affect the right turn manoeuvre, will have no affect on traffic flows and will provide pedestrians a safe place in the road whilst waiting to cross to prevent pedestrians standing on the white line in the centre of the road as happens at present.
Resident	No	Yes		
Resident	Yes	No	-	-
Resident	Yes	No	Would prefer controlled crossing/ zebra crossing	Criteria not met for a signalised crossing
Resident	Yes	No	-	-
Resident	Yes	No	-	-
Resident	Yes	No	Would prefer a controlled crossing	Criteria not met for a signalised crossing
Resident	Yes	No	-	-
Resident	Yes	No	-	-
Resident	Yes	No	-	-

Location	Neighbourhood Partnership	Crossing Type	Estimated Construction Cost	Construction Year	
Resident	Yes	No	Would prefer a controlled crossing as registered blind		Criteria not met for a signalised crossing
Resident	Yes	No	Not before time		-
Resident	Yes	No	-		-
Resident	Yes	No	-		-
Resident	Yes	No	-		-
Resident	Yes	No	Will be a great help as long as the bus stop is not moved		No plans to move the stop
Resident	Yes	No	Consider a keep clear at car park entrance		-
Resident	Yes	No	Great for older people crossing to shops and bus stop		-
Resident	Yes	No	-		-
Resident	Yes	No	Sooner the better		-
Resident	Yes	No	Would prefer a controlled crossing		Criteria not met for a signalised crossing
Resident	Yes	No	-		-
Resident	Yes	No	-		-
Police Scotland	Yes	No	-		-
Resident	Yes	No	-		-
Fire Service	Yes	No	-		-

3.3 Braid Road at Cranley Nursery Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Resident	Yes	No	Would like Access Protection Markings renewed to prevent residents driveways being blocked	Markings will be refreshed as part of construction process
Resident	Yes	No	-	-
Councillor	Yes	No	Will aid safe crossing to bus stop	-
Councillor	Yes	No	-	-
Resident	Yes	No	-	-
Resident	Yes	No	Excellent news will make taking children to nursery safer	-
Resident	No	Yes	Concerned at reduction in parking. If parking is preserved then supports the proposal.	Will not remove any of the controlled parking.
Resident	No	No	Would like the island nearer Comiston Road, would like speed bumps installed and Braid Road closed at Comiston Road	Braid Road proposed to be included as a 20mph street in citywide roll
Resident	Yes	No	Long Overdue	-
Resident	Yes	No	Will make crossing with children safer	-
Neighbourhood Team	Yes	No	-	-
Resident	Yes	No	-	-
Resident	Yes	No	-	-
Resident	Yes	No	Would benefit from speed restriction measures	Braid Road proposed to be included as a 20mph street in citywide roll
Resident	Yes	No	Would like a zebra crossing with island	Criteria not met for a zebra crossing
Fire Service	Yes	No	-	-
Community Council	Yes	No	-	-

3.4 Colinton Road Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Neighbourhood Team	Yes	No	-	-
Resident	Yes	No	The footpath on the western side of the road is in a poor condition and needs looked at	The footpath directly affected by the construction of the crossing will be reinstated and upgraded.
Resident	Yes	No	-	-
Resident	Yes	No	Would like more guardrail installed to ensure pedestrians go to the crossing	This will be considered as part of final design
Police Scotland	Yes	No	-	-
Resident	No	No	Would like crossing moved, if not possible install more guardrail. Would also like parking restrictions between Glenlockhart Road and the crossing at peak times.	This will be considered as part of final design

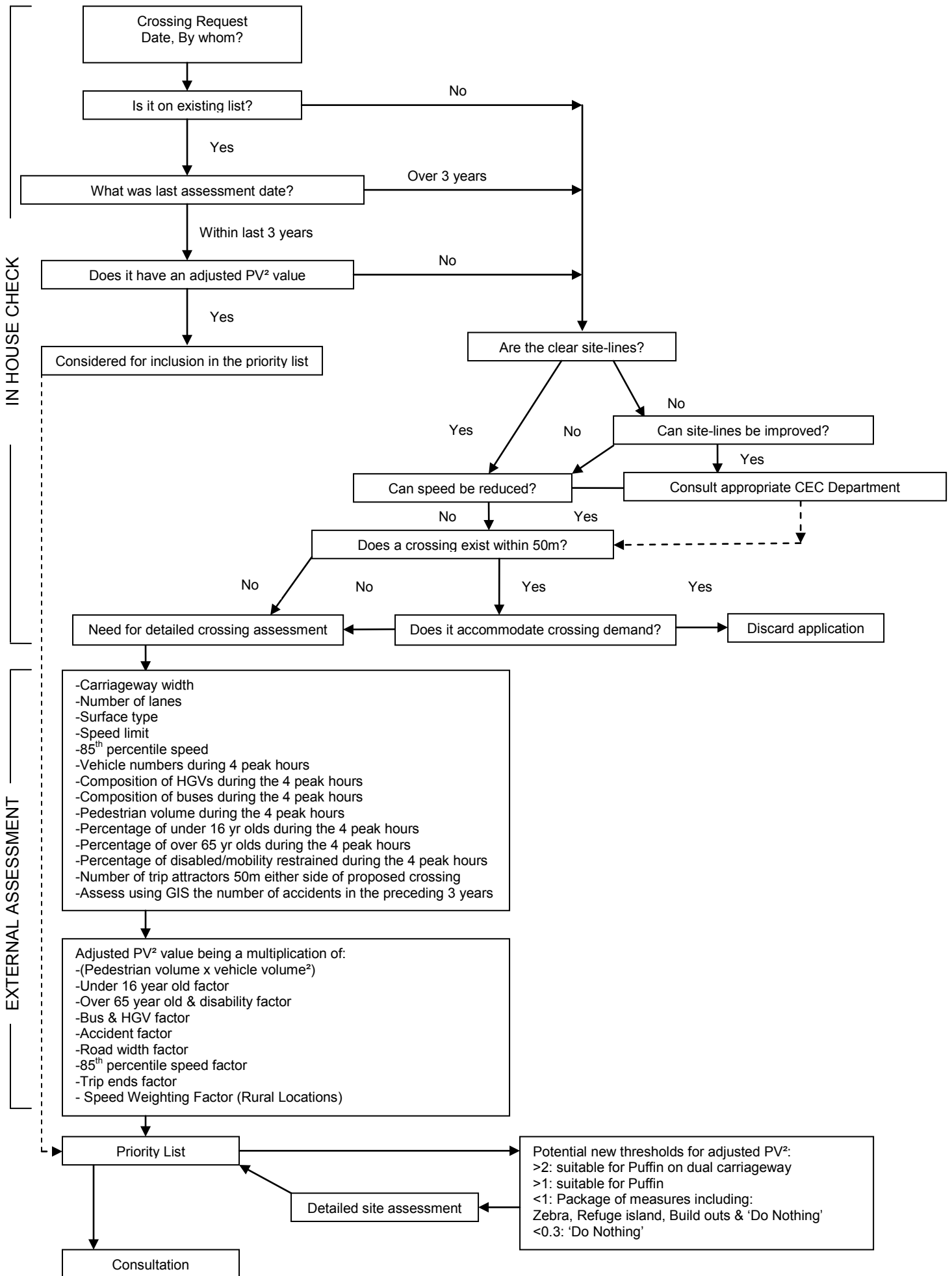
3.5 Crewe Road North at Pilton Avenue Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Resident	Yes	No	-	-
Resident	No	Yes	Does not want traffic lights. There is already a build out. Wants on street parking preserved.	Signals are not being installed

Location	Neighbourhood Partnership	Crossing Type	Estimated Construction Cost	Construction Year	
Resident	No	Yes	Will the kerb be level with the street? Will there be signs or traffic lights installed? Only speed humps will improve road safety		Signals are not being installed and dropped access to driveways will
Resident	Yes	No			-
Resident	Yes	No			-
Resident	Yes	No			-
Resident	Yes	No	Safety First		-
Resident	No	Yes			-
Resident	Yes	No			-
Resident	Yes	No	Would also like a bin installed at the crossing location		Request has been sent to North Neighbourhood Office to progress
Resident	Yes	No			-
Resident	Yes	No	A good idea as will help reduce speeds		-
Community Council	Yes	No			-
Resident	Yes	No			-
Resident	Yes	No			-

Pedestrian Crossing Prioritisation Process

Appendix 4 – Pedestrian Crossing Assessment Process



A robust set of criteria has been developed to assess where capital expenditure can best be targeted.

This selected criteria is transparent and able to with-stand significant scrutiny, as it is acknowledged that with the limited budgets available, we will not be able to fully satisfy all competing needs from Community Groups, Councillors, Members of the Public etc.

PROPOSED CRITERIA

The proposed evaluation method will look at ten individual criteria, each with its own weighting/score. Utilisation of the criteria, with a higher weighting given to age and condition, will quickly identify the older installations. These installations can then be further evaluated using the remaining criteria to form a ranking order evaluated against a robust, transparent and valid scoring system.

The ten criteria used for evaluation are listed below:

1. Age;
2. Condition (mechanical);
3. Number of Critical Faults (per rolling 12 month period);
4. Pedestrian Facilities;
5. Traffic Flows (over peak hours);
6. Pedestrian Flows (over peak hours);
7. Accident Statistics;
8. Disability Discrimination Act (DDA) Compliance;
9. Installed Cycle Facilities;
10. Incoming Correspondence (Councillors, public, groups etc.)

EVALUATION METHOD

Each installation is to be evaluated using the above ten criteria with specific weighting (points score) given to each individual criteria. The maximum number of points awarded per site will be 100, with the aim that installations with the highest score are identified as those installations to be refurbished as first priority.

The points associated with each criteria and the associated reasoning is detailed below.

1. **Age: 20 points.** The age of an installation is the predominant reason for cyclical refurbishment. Older installations are more likely to fail with serious faults, such as cable faults; necessitating expensive remedial works often involving the need to undertake civil engineering works. The sourcing of spare parts becomes an issue and term maintenance contracts are also priced higher to reflect the average age of the infrastructure. New technologies (bus priority etc) used at more modern sites are not employed thus having a possible overall negative economic impact.
2. **Condition: 5 points.** This is closely related to age and in most cases the mechanical condition of older junctions is extremely poor. However, on rare occasions an older junction is in relatively good mechanical condition thus an upgrade may not be an immediate necessity.

3. **Number of Critical Faults: 5 points.** Older junctions generally have a greater number of faults than newer junctions (not always the case). Therefore, to reflect the increased cost of maintenance this is taken into account. Any fault that results in an 'all dark' is to be classed as critical.
4. **Pedestrian Facilities: 15 points.** Junctions without pedestrian facilities or only partial facilities do not comply with current Council policies. Points are therefore awarded to reflect this.
5. **Traffic Flows: 10 points.** Sites with the greatest amount of traffic are often the most critical when it comes to network management and safety. To reflect the difference between a critical site and a more rural, less trafficked location, points are awarded accordingly. Formal vehicle counts will not be conducted as a matter of course for ranking purposes, with reliance on local knowledge being used to determine vehicle numbers. Formal counts may be used if the need arises or to aid in the design process.
6. **Pedestrian Flows: 10 points.** It is essential that sites with significant pedestrian flows are reliable to enhance safety and promote walking throughout the City. Points are awarded accordingly. Formal pedestrian counts will not be conducted as a matter of course with reliance on local knowledge being used to determine pedestrian numbers. Formal counts may be used if the need arises or to aid in the design process.
7. **Accident Statistics: 10 points.** Sites with a recurring, same type accident problem are often due to site factors such as visibility, signal phasing etc. Points are awarded to reflect the need for modification/change at these sites. It is also acknowledged that the Road Safety team will carry-out more in-depth investigations and make recommendations on required changes, with any remedial actions being funded from their budget.
8. **Disability Discrimination Act Compliance: 10 points.** The DDA came into force in 2005. Many of our installations pre-date this and therefore do not comply with this legislation. Points are awarded to reflect non compliance with this legislation. Lack of dropped kerbs, tactile cones, beepers etc. would all lead to a higher points award.
9. **Installed Cycle Facilities: 10 points.** The Council, through the "Active Travel Action Plan" is promoting cycling as a form of commuting as well as a leisure pastime. Points are awarded to reflect sites which do not tie in with this policy.
10. **Incoming Correspondence: 5 points.** To reflect the concerns/observations of the general public consideration will be given to issues raised via correspondence received. Points will be awarded if related complaints are received.

SCORING SYSTEM

A scoring system has been developed largely based on material facts. This allows evaluation to be largely objective and should produce consistent results irrespective of the individual undertaking the evaluation.

Out of the ten evaluation criteria above only criteria 2, Condition, is open to variance. However, the experience and knowledge of the staff carrying out the evaluation should ensure consistency is maintained.

APPENDIX 5 - CRITERIA FOR RANKING TRAFFIC SIGNALS

Criteria 1: AGE

Age	>30 Years	25-30 Years	20-25 Years	15-20 Years	< 15 Years
Points Awarded	20	15	10	5	0

Criteria 2: CONDITION

Condition	Action Recommended Within Next 5 Years	No Immediate Action Required
Points Awarded	5	0

Criteria 3: NUMBER OF CRITICAL FAULTS

Number of Critical Faults (Per Annum)	>3	<3
Points Awarded	5	0

Criteria 4: PEDESTRIAN FACILITIES

Facilities	None	Partial (across side rd)	Partial (across main rd)	Full
Points Awarded	15	10	5	0

Criteria 5: TRAFFIC FLOWS (over peak hours)

Flows (Peak Hour)	>1000 Vehicles	500-1000 Vehicles	<500 Vehicles
Points Awarded	10	5	0

Criteria 6: PEDESTRIAN FLOWS

Flows (Peak Hour)	>300 Pedestrians	150-300 Pedestrians	<150 Pedestrians
Points Awarded	10	5	0

[APPENDIX 5 - CRITERIA FOR RANKING TRAFFIC SIGNALS

Criteria 7: ACCIDENT STATISTICS

Accident Frequency	3 or > Same Type	2 Same Type	Random
Points Awarded	10	5	0

Criteria 8: DISABILITY DISCRIMINATION ACT

DDA Compliant Facilities	None	Partial	Full
Points Awarded	10	5	0

Criteria 9: INSTALLED CYCLE FACILITIES

Cycle Facilities	None	Partial	Full
Points Awarded	10	5	0

Criteria 10: CORRESPONDENCE

Related Correspondence	>2	<2
Points Awarded	5	0

WORKED EXAMPLE

As a 'worked example', choosing two random sites, (1) Fairmilehead Crossroads which is in excess of 30 years old and (2) Dundas St/Henderson Row which was upgraded in 2007. On evaluation, the above criteria scores provides an outcome of 45 and 10 points respectively (see table below). Both sites have full pedestrian facilities and cycle facilities.

	Fairmilehead Crossroads	Dundas St/Henderson Row
Age	20	0
Condition	5	0
Faults	5	0
Ped Facilities	0	0
Traffic Flows	10	5
Pedestrian Flows	0	5
Accident Stats	0	0
DDA Compliance	5	0
Cycle Facilities	0	0
Correspondence	0	0
TOTAL	45	10

This demonstrates that with the heavy bias on age/condition, a greater score is generated by the older installation which meets with the departments general objective of cyclically renewing the traffic signals asset whilst also giving due cognisance to other related priority factors.

CONCLUSION

The above proposed criteria, evaluation method and associated scoring system ensures a credible, transparent and valid system for ranking traffic signals in order to prioritise the capital budget spend each FY.

The criteria, and in particular, the points awarded to each criteria (weighting), can be amended to reflect the priorities of the department, reviewed on an annual basis.

Currently, the criteria and points system are biased towards the maintenance aspect of the infrastructure (30% of the score). At this time the Traffic Systems service are comfortable with this approach, this will however be reviewed on an annual basis

Location of Traffic Signals	Age	Age Points	Condition (mechanical)	Condition Points	Number of Critical Faults (per rolling 12 month period)	Critical Points	Pedestrian Facilities	Pedestrian Facilities Points	Traffic Flows (over peak hours)	Traffic Flows Points	Accident Statistics	Accident Statistics Points	DDA Compliance	DDA Compliance Points	Installed Cycle Facilities	Installed Cycle Facilities Points	Correspondence	Correspondence Points	Total Points
London Rd/Easter Rd:	16-Jul-59	20	Poor	5	0	0	Partial	5	>1000	10	3	5	None	10	Partial	5	3	5	65
Lothian Rd/Fountainbridge:	12-Jun-57	20	Poor	5	0	0	Partial	10	>1000	10	5	5	Partial	5	Partial	5	0	0	60
Regent Rd/Abbeymount:	05-Aug-59	20	Poor	5	0	0	Partial	10	500-1000	5	11	10	Partial	5	Partial	5	0	0	60
Leith Walk/Pilrig St:	18-Mar-64	20	Poor	5	4	5	Full	0	>1000	10	9	10	Partial	5	Partial	5	0	0	60
London Rd/Meadowbank Terr:	12-Mar-65	20	Poor	5	0	0	Partial	10	>1000	10	4	0	None	10	Full	0	0	0	55
Salisbury Pl/Newington Rd:	07-Apr-59	20	Poor	5	0	0	Partial	5	>1000	10	2	0	None	10	Full	0	3	5	55
Lothian Rd/Morrison St:	14-Sep-33	20	Poor	5	0	0	Full	0	>1000	10	9	10	Partial	5	Partial	5	0	0	55
Tollcross:	01-Nov-63	20	Poor	5	0	0	Full	0	>1000	10	14	10	Partial	5	Partial	5	0	0	55
Home St/Gilmore Pl:	03-Nov-63	20	Poor	5	0	0	Full	0	>1000	10	5	10	Partial	5	Partial	5	0	0	55
London Rd/Montrose Terr:	23-Mar-64	20	Poor	5	0	0	Partial	5	>1000	10	0	0	Partial	5	Partial	5	0	0	50
Minto St/Mayfield:	30-Jun-66	20	Poor	5	0	0	Partial	5	>1000	10	8	5	Partial	5	Full	0	0	0	50
Corstorphine Rd/Saughtonhall Dr:	12-Feb-64	20	Poor	5	0	0	Full	0	>1000	10	5	5	Partial	5	Partial	5	0	0	50
Leith Walk/McDonald Rd:	29-Dec-60	20	Poor	5	0	0	Full	0	>1000	10	12	10	Partial	5	Full	0	0	0	50
South Clerk St/Preston St:	29-Jun-66	20	Poor	5	0	0	Full	0	>1000	10	7	10	Partial	5	Full	0	0	0	50
Niddrie Mains Rd/Duddingston Rd West:	01-Feb-67	20	Poor	5	0	0	Full	0	>1000	10	6	10	Partial	5	Full	0	0	0	50
Fairmilehead Crossroads:	01-Feb-65	20	Poor	5	6	5	Full	0	>1000	10	4	0	Partial	5	Full	0	0	0	45
South Clerk St/Bernard Terr:	18-Feb-58	20	Poor	5	0	0	Full	0	>1000	10	5	5	Partial	5	Full	0	0	0	45
Nicolson St/West Nicolson St:	25-Apr-58	20	Poor	5	0	0	Full	0	>1000	10	2	0	Partial	5	Full	0	0	0	40
Hamilton Pl/Kerr St:	11-Nov-60	20	Poor	5	0	0	Full	0	>1000	10	0	0	Full	0	Partial	5	0	0	40
Grange Rd/Causewayside:	18-Oct-61	20	Poor	5	2	0	Full	0	>1000	10	1	0	Partial	5	Full	0	0	0	40

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Response to Smarter Choices, Smarter Places Funding

Item number	7.5
Report number	
Executive/routine	
Wards	

Executive summary

In November 2014, Transport Scotland informed the City of Edinburgh Council of its indicative revenue funding allocation for “*Smarter Choices, Smarter Places*” activities during 2015/16. The total amount allocated from Scottish Government is £446,371, with 50% match funding required, from the Council. The funding will be applied to behaviour change methods, aimed at persuading people to consider, and reduce, the number of driver-only private car journeys that they make during 2015/16. This report seeks approval for arrangements for the further development of proposals.

Links

Coalition pledges	P45 and P50
Council outcomes	CO22 , CO24 and CO26
Single Outcome Agreement	SO2 and SO4

Response to Smarter Choices, Smarter Places Funding

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the allocation of £446,000 of revenue funding from Scottish Government in 2015/16 on a 50% matched basis as part of the *Smarter Choices, Smarter Places* initiative, to pursue and enhance the promotion of sustainable transport;
 - 1.1.2 agrees the broad programme of initiatives, as set out in the report; and
 - 1.1.3 agrees delegated powers to the Director of Services for Communities, in consultation with the Convener, Vice Convener, the Active Travel Forum, and Transport and Environment spokespersons to further develop and deliver a plan and detailed programme for spending these monies.

Background

- 2.1 As part of a *Smarter Choices, Smarter Places* project, funded by Transport Scotland, seven communities across Scotland undertook pilots from 2008 to 2012, to encourage more people to reduce their car use in favour of more sustainable alternatives such as walking, cycling and public transport. This resulted in the following.
 - Attitudes towards walking and cycling generally became more positive, particularly in relation to new infrastructure.
 - Cycling and walking increased in most pilot areas.
- 2.2 Transport Scotland is now working towards a further *Smarter Choices, Smarter Places* project. Funding for behaviour change activities at a local level is being distributed across all Scottish local authorities, calculated on the basis of authority population size.

- 2.3 In November 2014, Transport Scotland informed the City of Edinburgh Council of its indicative revenue funding allocation for *Smarter Choices, Smarter Places* activities during 2015/16. The total amount allocated from Scottish Government to the City of Edinburgh Council is £446,371. A 50% funding match is required from the Council and its partners. The funding will be applied to behaviour change methods, aimed at persuading people to consider, and reduce, the number of driver-only private car journeys that they make during 2015/16.
- 2.4 Detailed evidence of the potential, positive impacts this additional funding will deliver is included in the Transport Scotland report, '[Going Smarter](#)' (March 2013). In summary, evaluation of the pilot programme found there were quantifiable rewards, in terms of: personal savings to individuals (an average of £62, per resident, per year); personal health gains, and subsequent reductions in personal healthcare costs; and carbon reduction.

Main report

- 3.1 The Council has been awarded £446,371. The offer of funding is on the condition that it is matched by local authority/partner. 'Match funding' of £446,371 will be identified from the budgets of the Council and those of its partners.
- 3.2 The following Capital and Revenue expenditure is eligible to contribute towards the Council's 50% match funding:
- In-kind contributions (such as staff time), up to 25% of the overall project costs.
 - Existing funding from Scottish Government or the EU, where not already used for matching elsewhere.
 - Non-staff spending on the project by the Council
 - Developer contributions.
 - Other public body funding, eg NHS.
- 3.3 Maintenance spending may not form part of the project or match funding.
- 3.4 The programme proposed by the Council, using the *Smarter Choices, Smarter Places* funds, will include:
- marketing and communications campaigns, including branding;
 - maps depicting walking and/or cycle routes;
 - travel planning (including the provision of Travel Plan staff, in support of Local Transport Strategy Policy TravPlan2, to develop and deliver the Council's own travel plan);

- direct incentives and services to users, including through events; and
 - overall project management and evaluation activities.
- 3.5 A full list of projects eligible for funding is provided in the Guidance on the [Paths for All website](#) (an extract is provided in Appendix 3).
- 3.6 Among the most successful aspects of the pilot projects was the design and use of a commonly recognisable travel information brand. Market research, carried out by the Council, supports ‘*Edinburgh on Foot*’ and ‘*Edinburgh by Bike*’ as easily understandable brand names for walking and cycling information.
- 3.7 This application of the Transport for Edinburgh brand concept to active travel activities is consistent with the Transport for Edinburgh business plan. Market research, carried out by the Council, recommends the use of the Transport for Edinburgh roundel (Appendix 2), to support an integrated transport concept. Development work will be undertaken in preparation for the project, in the current financial year, to provide for implementation in the spring/summer of 2015.
- 3.8 It is intended that a plan and programme will be agreed by the Director of Services for Communities, in consultation with the Convener, Vice Convener and Transport and Environment spokespersons. Members of the public and organisations in the Active Travel Forum will be consulted on the proposed priorities. This is consistent with the aims of the Community Empowerment (Scotland) Bill, and co-operative government.

Measures of success

- 4.1 Measures of success will be developed in the Project Plan, in accordance with the guidelines stipulated by the Scottish Government, including measures of increased awareness of the personal and community benefits of active and sustainable travel:
- Increased awareness of active travel routes in the target area (%).
 - Increased awareness of sustainable travel facilities in the target area (%).
 - Provision of signs and maps to key local destinations in the target area by foot and bike (number).
- 4.2 Following the project, longer term measurements will also be taken of:
- Increases in local walking/cycling/public transport journeys, over the baseline (%).
 - Reductions in single occupancy car/van journeys, over the baseline (%).

Financial impact

- 5.1 Funding is now a pending priority. It is anticipated that the Council will be able to provide match funding through contributions in-kind and existing funding streams (including third party funding).

Risk, policy, compliance and governance impact

- 6.1 The Committee is being asked to agree delegated powers to the Director of Services for Communities, in consultation with the Convener and Vice Convener, to develop a plan and programme, for spending these monies.
- 6.2 The project provides a positive impact in delivering the Local Transport Strategy and Active Travel Action Plan.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been commenced, and will be developed and maintained as part of the project.
- 7.2 There is likely to be positive impacts on enhancing the range of human rights. In particular, the project promotes: an increased awareness of vulnerable road users; participation in active travel; the health and social benefits associated with active travel; reduction in road traffic and associated injury; promotion of the Highway Code; employment and upskilling of officers and partners in behaviour change.
- 7.3 The Council will need to assess the implications of match funding, particularly where this impacts or re-allocates spending away from other areas.
- 7.4 There are potential positive impacts on protected characteristics, such as age, sex, and disability, alongside groups and individuals experiencing deprivation, where certain groups are currently under-represented in terms of active travel. These will be borne in mind in the development of proposals, in particular through additional research (eg through desk studies and focus groups, and the Active Travel Forum).
- 7.5 There are unknown areas of potential impact in terms of gender reassignment, race, and religion. Further research (eg through desk studies and focus groups) will be undertaken to assess any barriers to engagement in active travel that may be experienced by these groups, and recommendations will be integrated into the project proposals.

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. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change impacts, and help achieve a sustainable Edinburgh because the project will help develop and contribute towards the outcomes of the Active Travel Action Plan and Sustainable Energy Action Plan.

Consultation and engagement

- 9.1 Consultation has taken place on both the Local Transport Strategy and Active Travel Action Plan. Further consultation will take place on the proposed plan and programme which the *Smarter Choices, Smarter Places* funding will support.
- 9.2 Further consultation with groups, in relation to the protected characteristics identified in the ERIA, will be undertaken at an early stage in the project.

Background reading/external references

Active Travel Action Plan

Smarter Choices, Smarter Places 2015/16 Application Guidance, November 2014

Go Smarter, Transport Scotland, March 2013

(<http://www.transportscotland.gov.uk/environment/smarter-choices-smarter-places>)

Paths for All, Application Guidance, December 2014

(<http://www.pathsforall.org.uk/pfa/get-involved/apply-for-funding.html>)

John Bury

Acting Director of Services for Communities

Contact: Reggie Tricker, Professional Officer

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

Links

Coalition pledges	P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council outcomes	CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	<ol style="list-style-type: none">1 Letters from Transport Scotland2 Walking and Cycling Brand Concepts3 Extract from Application Guidance – List of eligible projects

Appendix 1. Letters from Transport Scotland

Sustainable Transport Team
Transport Policy

Victoria Quay, Edinburgh EH6 6QQ
[REDACTED]



Local Authority Chief Executives

Our ref:
A9646450

Date:
6 Nov 2014

SMARTER CHOICES, SMARTER PLACES

As you will be aware, in June, the Minister for Transport and Veterans announced funding of £5m for Smarter Choices, Smarter Places (SCSP) in 2015-16. Transport Scotland has been discussing the distribution of this funding with COSLA and we hope to announce the distribution method after the COSLA Leaders meeting on the 21st November. The proposal is that an indicative allocation will be used to distribute the resource. I am writing to you now to update you on the programme of work.

The SCSP pilot programme ran in seven locations across Scotland. The evaluation of the programme is available on the Transport Scotland website:

<http://www.transportscotland.gov.uk/environment/smarter-choices-smarter-places>

This funding will allow wider roll out of SCSP across Scotland, taking forward the learning for the pilots.

The policy intent of the funding is to achieve modal shift to active and sustainable travel, reducing driver only journeys. This is revenue funding which can be used for behaviour change or 'soft measures' to complement existing or new infrastructure e.g. promotion of a cycle route, a new bus route or a car club. The proposal includes 50% match funding requirement, but part of this can be in-kind. Partnership working, e.g. with Regional Transport Partnerships and NHS Boards, will be required to deliver the projects.

As part of the programme, Transport Scotland has grant funded Paths for All to administer the programme and provide support for the projects, including the planning and implementation stages. Proposals will be required from each Local Authority on the programme of work they intend to take forward with this resource. Further information on this will follow in due course, however, you may wish to alert relevant staff so they are aware that funding will be available and to start developing proposals.

www.transportscotland.gov.uk



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Riaghaltas na h-Alba

As part of the planning of projects, Paths for All will host two workshops with key learn points from the pilots and an opportunity to start planning interventions in local areas. These workshops are:

- 8 December, Carmelite Hotel, Aberdeen
- 10 December, Teacher Building, Glasgow

It would be useful to have the contact details of the relevant staff to contact to invite to the events.

You will wish:

- To note that the distribution of the £5m is under discussion with COSLA
- To alert relevant staff that funding will be available and to start planning the proposal
- To alert staff of the dates of workshops and ask them to send on contact details to Paths for All to issue invitations (scsp@pathsforall.org.uk)

I hope that you have found this update useful. I will write again with more information after the COSLA Leaders meeting on the 21st, when the confirmed indicative allocations will be available.

Kind regards,



Sustainable Transport Team
Transport Policy

Victoria Quay, Edinburgh EH6 6QQ
[Redacted]



Local Authority Chief Executives

Our ref:
A9783327

Date:
24 November 2014

SMARTER CHOICES, SMARTER PLACES

Following on from my letter dated 6 November 2014, I am writing with further information on the SCSP programme for 2015-16.

As you are aware, the funding distribution was discussed at the COSLA Leaders Group meeting on the 21st November. They have agreed an indicative allocation for every local authority, based on a formula of population with a floor of £50k. Local authorities will be expected to submit proposals on how they will utilise this funding which meet the essential criteria. A breakdown of this distribution is available at Annex A.

As noted in my previous letter, Transport Scotland has grant funded Paths for All to administer the programme and provide support for the projects. Paths for All will be in contact with the members of staff that you nominated to provide further information and to ensure that proposals meet the minimum criteria agreed by the COSLA Leaders Group. Following this, Paths for All will issue grant offer letters.

As part of the support for the programme, Paths for All has issued invitations to the workshops on the 8th December in Aberdeen and 10th December in Glasgow. I look forward to discussing the planning of the proposals with the nominated staff at these workshops.

Kind regards,



Indicative Allocation of Funding for SCSP in 2015-16

	Population	%	£
Aberdeen City	224,970	4.33	208,064
Aberdeenshire	255,540	4.92	236,337
Angus	116,210	2.24	107,477
Argyll & Bute	86,900	1.67	80,370
Clackmannanshire		Min	50,000
Dumfries & Galloway	150,830	2.91	139,495
Dundee City	147,800	2.85	136,693
East Ayrshire	122,720	2.36	113,498
East Dunbartonshire	105,880	2.04	97,923
East Lothian	100,850	1.94	93,271
East Renfrewshire	91,030	1.75	84,189
Edinburgh, City of	482,640	9.30	446,371
Eilean Siar		Min	50,000
Falkirk	156,800	3.02	145,017
Fife	366,220	7.06	338,699
Glasgow City	595,080	11.47	550,361
Highland	232,910	4.49	215,407
Inverclyde	80,680	1.55	74,617
Midlothian	84,240	1.62	77,910
Moray	92,910	1.79	85,928
North Ayrshire	137,560	2.65	127,223
North Lanarkshire	337,870	6.51	312,480
Orkney		Min	50,000
Perth & Kinross	147,740	2.85	136,638
Renfrewshire	174,310	3.36	161,211
Scottish Borders	113,710	2.19	105,165
Shetland		Min	50,000
South Ayrshire	112,910	2.18	104,425
South Lanarkshire	314,360	6.06	290,736
Stirling	91,020	1.75	84,180
West Dunbartonshire	90,340	1.74	83,551
West Lothian	175,990	3.39	162,765
SCOTLAND	5,190,020	100.00%	5,000,000

Appendix 2. Draft brand concepts - integration with Transport for Edinburgh



Appendix 3. Extract from Application Guidance - Eligible Projects

1.3 What is eligible for funding?

Projects must encourage and promote active and sustainable transport as the entire focus of the initiative, or as a significant element of the initiative. The list below offers suggestions for projects, but other suggestions are welcomed:

Strategy Development and Implementation

- Active or Sustainable Travel Development Officers
- Baseline monitoring - as part of a wider package of measures

Travel Planning Implementation

- Personal travel planning implementation
- Workplace travel planning implementation – public, private and third sector
- Health premises travel planning implementation
- School travel planning implementation– additional to current activity

Social Marketing

- Community engagement to develop new projects
- School active and sustainable travel campaigns
- Workplace active and sustainable travel campaigns
- Car share campaigns and delivery
- Organised functional walking events, e.g. led walks from a train station to an event
- Pedometer campaigns/projects promoting active travel
- Community Street Audits

Marketing, Information and Publicity

- Campaign brand development
- Marketing campaigns
- Awareness raising events
- Development of active travel signage, maps, leaflets, display boards, public transport timetables
- Development and promotion of route planning tools, e.g. subscription to Walk-it.com
- Active travel promotion with GPs
- Drop-in centre/ pop-up shop
- European mobility week events

Integration with Public Transport/Transport Network

- Public transport provision, incentives and improvements, e.g. real time passenger information development; ticketing incentives; new or extended services; phone app development
- Interchange facilities/improvements, e.g. shelters, maps, new/additional signage, service and route information, etc.
- Additional 20mph zones
- Parking time restrictions
- Car free centres, car free days
- Research e.g. Car Club feasibility study

Transport and Environment Committee

1000hrs, Tuesday, 13 January 2015

SEStran Regional Transport Strategy Refresh: Response to Consultation Draft, October 2014

Item number	7.6
Report number	
Executive	
Wards	All

Executive summary

The South East Scotland Transport Partnership (SEStran) has submitted a Regional Transport Strategy Refresh Consultation Draft, dated October 2014, for member Councils.

It is recommended that the Council's response to the Regional Transport Strategy Refresh Consultation Draft October 2014 be endorsed.

Links

Coalition pledges	P19 , P50
Council outcomes	CO18 , CO22 , CO26
Single Outcome Agreement	SO1 , SO2

SEStran Regional Transport Strategy Refresh: Response to Consultation Draft, October 2014

Recommendations

- 1.1 It is recommended that Committee approves the SEStran Regional Transport Strategy Refresh, Consultation Draft, dated October 2014, subject to the changes set out in paragraphs 3.2 and 3.3.

Background

- 2.1 The City of Edinburgh Council is a member of the South East Scotland Transport Partnership (SEStran), established under the Transport (Scotland) Act 2005. It is a requirement of this Act that SEStran develops a statutory Regional Transport Strategy.
- 2.2 The SEStran Regional Transport Strategy 2008–2023 was originally approved by the Scottish Government in 2008, but is now being updated. The refresh takes into account new policy from central government and changing economic conditions. It also updates projects which have been completed and takes cognisance of member Councils' Local Transport Strategies.
- 2.3 SEStran released a draft Regional Transport Strategy on 5 August 2014 and sought comments from the partner authorities. The draft refreshed Regional Transport Strategy contains policies, at a regional level, that are similar to those in the Council's own Local Transport Strategy. They include regional policies to improve public transport, achieve local air quality targets, reduce road traffic accidents and support "soft" measures, such as travel plans and marketing.
- 2.4 The City of Edinburgh Council provided informal feedback on the detail of this draft document and some, but not all, of our comments were taken on board. The document was then approved for consultation purposes by the SEStran Board, on 26 September 2014.
- 2.5 SEStran is now seeking approval of the document from member Councils.

Main report

- 3.1 The four main objectives of the existing SEStran Regional Transport Strategy 2008-2023 are:
- 3.1.1 '**Economy**' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:
- widening labour markets;
 - improving connectivity;
 - supporting other strategies; and
 - tackling congestion.
- 3.1.2 '**Accessibility**' – to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas:
- targeting improvements in access to employment, health and other services/opportunities; and
 - addressing barriers to the use of public transport, including cost.
- 3.1.3 '**Environment**' – to ensure that development is achieved in an environmentally sustainable manner:
- reducing greenhouse gas emissions and other pollutants; and
 - enabling sustainable travel/reducing car dependency.
- 3.1.4 '**Safety and Health**' – to promote a healthier and more active SEStran area population:
- reducing transport related injuries and deaths;
 - improving the health of the population; and
 - tackling local air quality and transport related noise.
- 3.2 These objectives are retained in the Regional Transport Strategy Refresh. The regional policies that support these objectives are similar to those in the Council's own Local Transport Strategy 2014-2019. They include regional policies to improve public transport, achieve local air quality targets, reduce road traffic accidents and support "soft" measures, such as travel plans and marketing.
- 3.3 As part of the refresh process, SEStran has identified the principal changes it proposes to make to the Regional Transport Strategy. Its table of proposed changes is shown in Appendix 1.
- 3.4 Informal comments have previously been submitted, by transport officers, on an initial draft Regional Transport Strategy refresh, directly to SEStran. Most of these were minor in nature and have been accommodated.

- 3.5 One outstanding issue in the version now circulated for approval is the wording of paragraphs 6.11.2 and 6.11.3. This understates the issues associated with achieving service integration in a UK context, especially bus-rail and integration between different operators. This wording on Edinburgh's cross-city bus services requires to be changed. Bus to bus interchange in Edinburgh is lower than might be expected. This is due to a large number of cross-city services which is a positive benefit to city public transport users, rather than a negative as implied by the draft paragraph 6.11.2.
- 3.6 In light of the above, revised wording has been discussed with SEStran and agreed at officer level. It is recommended that SEStran is asked to incorporate this revised wording, shown in Appendix 2, in the final RTS.

Measures of success

- 4.1 The RTS is updated and supports the planning and delivery of regional transport developments.
- 4.2 Expansion of Real Time Passenger Information provision throughout the SEStran area.

Financial impact

- 5.1 None.

Risk, policy, compliance and governance impact

- 6.1 Under the Transport (Scotland) Act 2005 it is a statutory requirement that the SEStran Partnership produces a Regional Transport Strategy, keeps it under review and modifies it or draws up a new one as required.

Equalities impact

- 7.1 SEStran have carried out an Equalities Audit on the Regional Transport Strategy refresh.
- 7.2 If authorised, responding to this consultation will neither enhance nor infringe rights.
- 7.3 If authorised, responding to this consultation will have no equalities impacts.

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. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions because they support cross-city bus links in Edinburgh and support sustainable transport in the SEStran area.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because they support public transport in Edinburgh and the SEStran area.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because they support cross-city bus links in Edinburgh and support sustainable transport in the SEStran area.
- 8.5 The proposals in this report will help achieve a sustainable Edinburgh because they support public transport access to centres of employment.

Consultation and engagement

- 9.1 This report is responding to a consultation by SEStran.

Background reading/external references

[SEStran Regional Transport Strategy 2008-2023](#)

[SEStran Regional Transport Strategy Refresh, Consultation Draft, dated October 2014.](#)

[Climate Change Framework](#)

[Sustainable Edinburgh 2020:](#)

[Transport 2030 Vision:](#)

John Bury

Acting Director of Services for Communities

Contact: Clive Brown, Project Officer, Strategic Planning

E-mail: clive.brown@edinburgh.gov.uk | Tel: 0131 469 3630

Links

Coalition pledges	P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times. P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh’s economy delivers increased investment, jobs, and opportunities for all. SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	Appendix 1 – Proposed revised wording for RTS paragraphs 6.11.2 and 6.11.3

APPENDIX 1: Proposed changes to the SEStran Regional Transport Strategy.

Chapter	Changes in this RTS refresh
2: Key Trends and Issues	Base information updated to reflect the impacts of the recession and some results from the 2011 Census. Marked divergence in travel choice trends between Edinburgh and the rest of the SEStran area identified.
3: Objectives and Policies	Greater tie in with National Objectives and more emphasis on international connectivity.
4: Targets and Monitoring	Targets and indicators remain the same except for road accidents, adjusted to reflect new national targets. Monitoring results for the first 5 year period set out reflecting the monitoring carried out on an annual basis.
5: External Connectivity (formerly “National and other Transport Schemes”)	Expanded to include national and international connectivity by all modes and to update the status of national projects.
6: Region Wide Measures	Topics remain unchanged but SEStran’s role in implementation re-evaluated.
7: Initiatives for Specific Areas and Groups	Initiatives unchanged but text reflects progress to date.
8: Regional Transport Corridors	Chapter refocused on the potential implications of the SESplan Strategic Development Plan. Interventions (previously identified in the existing RTS) are focused on specific travel corridors which have been identified with potential future travel problems.
9: Strategy Development	New Chapter setting out the strategies and initiatives developed by SEStran since the publication of the RTS2008
10: Delivery and Funding	Replaces Chapters 9 Delivery and 10 Funding in the RTS 2008. Very much simplified reflecting SEStran’s current role in facilitation and co-ordination rather than direct implementation.

Source: SEStran Regional Transport Strategy Refresh Consultation Draft, October 2014.

APPENDIX 2: Proposed revised wording for RTS paragraphs 6.11.2 and 6.11.3

PROPOSED REVISED WORDING

- 6.11.2 Cities and regions in many European countries have enjoyed significant increases in public transport patronage over the last 10-15 years. Freiburg, Strasbourg, Basel and Stockholm are examples. In part, this has been due to the integration of services: buses, trains and trams are timetabled, and networks structured so that passengers can take advantage of interchange opportunities. In the UK, this type of integration is more difficult to achieve due to the regulatory environment. In spite of this, Edinburgh has seen increased public transport patronage over this period.
- 6.11.3 SEStran needs to work within the current framework to support practical measures that can overcome barriers to customer convenience in using the public transport system caused by lack of integration. The extension of the real time passenger information system - RTPi (see Topic 27) - from Edinburgh to the wider SEStran area in 2011-14 is an example, which also helps operators in keeping services operating to time. 'One-ticket' (see Topic 6) is another example of a scheme that promotes integration and ease of interchange between services.

PREVIOUS WORDING FOR REFERENCE (SECTIONS PROPOSED FOR REVISION SHOWN IN ITALICS)

- 6.11.2 Cities and regions such as Madrid, Freiburg, Strasbourg, Basel and Stockholm have enjoyed significant increases in public transport patronage over the last 10-15 years. In part, this has been due to the integration of services: buses, trains and trams are timetabled, and networks structured so that passengers can take advantage of interchange opportunities. *Surveys for the SEStran Integrated Corridor Studies showed that the amount of bus to rail and bus to bus interchange in the SEStran area is currently low - this may be in part due to a lack of timed connections, poor interchange facilities and opportunities and the high level of cross-city bus routes. Not helping this situation is the current lack of fare integration between routes and operators.*
- 6.11.3 *In all areas, service integration to even out headways between different bus services on common parts of the route at times of day when services are less frequent would be welcomed by the travelling public, and this could be the first element of such an intervention, although current competition legislation is an impediment to its achievement. SEStran has looked at the quality of bus infrastructure throughout the Region. The real time information system not only helps passengers but helps operators monitor headways and frequencies and allows adjustment to services where required.*

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Review of Tables and Chairs Summer Festival Trial in George Street

Item number 7.7
Report number
Executive/routine
Wards 11 – City Centre

Executive summary

On 3 June 2014, the Transport and Environment Committee approved a month-long trial to extend the operating hours of the current tables and chairs permit system, for premises located on George Street, for the duration of the Edinburgh Festival Fringe. Provided that businesses had successfully applied for the appropriate license, the trial enabled them to apply for permission to use tables and chairs outdoors until midnight instead of 10pm.

This report outlines the outcomes of this trial. While the trial arrangements in August 2014 were tested only on George Street, the results demonstrated an improved economic impact for traders, a positive atmosphere on the street for locals and visitors, yet resulted in no noise complaints, public disorder or arrests. This report recommends consulting on extending the trial to other areas of the city centre during the Edinburgh Festival Fringe in 2015.

Links

Coalition pledges
Council outcomes
Single Outcome Agreement

Review of Tables and Chairs Summer Festival Trial in George Street

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 agrees to extend the operating hours of the current tables and chairs permit system in future years for premises on George Street for the duration of the Edinburgh Festival Fringe;
 - 1.1.2 agrees that, during the advertised operating period of the Edinburgh Festival Fringe, businesses on George Street may apply for permission to use tables and chairs until midnight instead of 10pm (noting that it is the responsibility of businesses to apply for and obtain the appropriate License and that this report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee);
 - 1.1.3 agrees to consult with key stakeholders, on extending the operating hours of the current tables and chairs permit system, on a similar trial basis, to the premises within the City Centre Ward that are located within 150 metres of an official Festival or Fringe venue, and to premises attached to Fringe venues at the Pleasance, Bristo Square and George Square during the Edinburgh Festival Fringe in 2015; and
 - 1.1.4 agrees to receive a report on the outcome of the consultation at its meeting in March 2015, prior to any further trials of extended operating hours for tables and chairs permits.

Background

- 2.1 On 3 June 2014, the Transport and Environment Committee approved a month-long trial to extend the operating hours of the current tables and chairs permit system, for premises located on George Street. This trial ran for the duration of the Edinburgh Festival Fringe. The trial enabled businesses to apply for permission to use tables and chairs outdoors until midnight instead of 10pm, provided they had successfully applied for the appropriate License.

- 2.2 The 3 June 2014 report required that the Council liaise with Police Scotland to report on the outcomes of the trial. Concerns had been expressed that later operating hours may lead to an increase in complaints about noise, or an increase in arrests and public disorder, and Police Scotland were asked to provide information on numbers of arrests on George Street during the hours of 10pm until midnight during the trial period.

Main report

- 3.1 Police Scotland reported that there were no arrests or complaints relating to noise or any other disturbance from patrons using the outdoor tables and chairs facilities on George Street during the Edinburgh Festival Fringe in 2014. There were no complaints made to City of Edinburgh Council services about noise or behaviour within the outdoor dining areas during the hours of 10pm to midnight.
- 3.2 The extended operating hours contributed to very positive customer feedback about their experience of George Street during the Festival. There is a major piece of independent research work taking place during August 2014 to July 2015, where 1,200 on-street interviews are being conducted with people on George Street. This is to gauge the views of residents, visitors, shoppers, diners and commuters on what they like about the street and what they would like to see change.
- 3.3 During the Edinburgh Festival Fringe period 200 interviews were conducted. Around 90% of those asked said that the introduction of café culture on George Street has improved their experience of the street.
- 3.4 Given that there were no arrests and no recorded complaints about noise or other behaviour relating to the patrons in the outdoor tables and chairs areas on George Street during this trial month, it is recommended that the same arrangement (of permitting tables and chairs use outdoors until midnight instead of 10pm) should be allowed on George Street during the advertised and recognised operating period of the Edinburgh Festival Fringe in future years.
- 3.5 The 3 June 2014 Committee report made it clear that “while the trial arrangements will be tested only on George Street in 2014, the report on outcomes will consider extending the trial to other areas of the city during the Festival in future years”. There were no arrests, no recorded complaints about noise or other behaviour, and the public feedback about the impact on the sense of place was positive during the trial. It is recommended that a consultation with key stakeholders should take place on extending the operating hours of the current tables and chairs permit system on a similar trial basis to premises in City Centre Ward located within 150 metres of an official Festival or Fringe venue, and to premises attached to Fringe venues at the Pleasance, George Square and Bristo Square during the Edinburgh Festival Fringe in 2015.

- 3.6 If the consultation supports the extending of operating hours for tables and chairs permits on a trial basis during the 2015 Festival Fringe a further report will be submitted to Committee on the outcome of the trial and on whether to change the existing 10.00pm limit on tables and chairs in those areas for future festivals. The report will also consider the potential to carry out similar trials in other areas of the city.

Measures of success

- 4.1 The introduction of these measures during all future Festival periods on George Street will result in a more attractive city centre environment for those travelling to, living in, working and visiting the area during the Edinburgh Festivals, and bring parity to businesses in the street.
- 4.2 For premises elsewhere in City Centre Ward, and premises attached to Fringe venues at the Pleasance and Bristo Square, the outcomes of the consultation will be reported back to Committee. That report will make recommendations on the suitability or otherwise of extending the hours of tables and chairs permissions on a trial basis in other areas beyond George Street.

Financial impact

- 5.1 The cost for reviewing the impact of the proposal will be contained within the Services for Communities budget.
- 5.2 Revenue from tables and chairs permits would increase for the Council, as any businesses seeking to operate with external tables and chairs during extended hours would need to apply for a tables and chairs permit at their own expense. The additional operating hours would be charged on a pro rata basis. A separate fee is payable to the Licensing Board but that does not affect the Council's budget.

Risk, policy, compliance and governance impact

- 6.1 The proposals are consistent with the outcomes identified in a report to the Transport and Environment Committee on 29 October 2013 "Building a Vision for the City Centre - Consultation Outcome".
- 6.2 It is the responsibility of businesses to apply for and obtain the appropriate License. This report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee.

- 6.3 In areas where extended hours for tables and chairs permits are in operation it is the responsibility of businesses to apply for an extension. Any such application must be notified, through a site notice, to the public who have the right to object. If an application is refused the business making the application has the right of appeal and any such appeal will be determined by the Licensing Sub-Committee.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider George Street Experimental Traffic Regulation Order (ETRO) project, which will run until September 2015.
- 7.2 The layout of the street has been influenced by consultation feedback from a wide variety of equalities groups, to ensure ease of access could be maintained for all equalities groups, including by ramp access onto any outdoor seating areas. This was previously reported to Committee on 29 October 2013 and 29 April 2014.
- 7.3 Crime and air quality levels on George Street and surrounding streets are being monitored as part of the research package which will run for a year alongside the proposed George Street trial. Local residents' groups have been included in specifying the research package, to help ensure the right information is captured, recorded and analysed.

Sustainability impact

- 8.1 The delivery of improvements in the city centre will help improve pedestrian and cycling activity in the area. In addition to introducing a café culture, the wider George Street trial should reduce carbon emissions in the street. Sustainability impacts, including air quality and traffic movement in the street and the surrounding area, will be assessed as part of the evaluation of the trial project.

Consultation and engagement

- 9.1 An extensive round of consultation on permits for tables and chairs last took place in 2007, being reported to the City of Edinburgh Council on 20 December 2007. This evidenced that a majority of members of the public supported extensions of permit times, and a significant majority (90%) of permit holders supported an extension.

- 9.2 A consultation will take place with key stakeholders on the proposal to allow the extension of operating hours for table and chairs permits on a trial basis during the 2015 Edinburgh Festival Fringe for premises in the City Centre Ward that are within 150 metres of a Fringe venue and to premises attached to Fringe venues at the Pleasance, Bristo Square and George Square. The Council's City Centre Programme Manager will meet with local Community Councils, Business Improvement Districts and Festival organisers to identify any areas with existing tables and chairs permits in City Centre Ward where an extension of operating hours during the Festival period may impact on residential amenity. The 2014 George Street Trial concluded that an extension of operating hours did not identify any change in behaviour or increase in complaints and crime by extending the operating hours of outdoor tables and chairs permits during the Summer Festival period. As a result, the discussions with local Community Councils, BIDs and Festival organisers will focus on current and historic patterns of noise complaints, anti-social behaviour complaints and crime statistics when assessing any hot spots or areas to exclude from the trial on the grounds of potential adverse impact on residential amenity.
- 9.3 If the outcome of any trials supports a change the existing 10.00pm limit on tables and chairs permits during future Fringe Festivals then there will be a requirement for a full public consultation before any such change could be progressed.

Background reading/external references

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

[Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#)

[Building a Vision for the City Centre- Consultation Outcome, Transport and Environment Committee, 29 October 2013](#)

[A Review of Permits for Tables and Chairs, The City of Edinburgh Council, 20 December 2007](#)

[Tables and Chairs Summer Festival Trial in George Street, 3 June 2014](#)

John Bury

Acting Director of Services for Communities

Contact: Iain MacPhail, City Centre Programme Manager

E-mail: iain.macphail@edinburgh.gov.uk | Tel: 0131 529 7804

Links

Coalition pledges	<p>P24 – Maintain and embrace support for our world-famous festivals and events</p> <p>P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P31 - Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p>
Council outcomes	<p>C19 – 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>C20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.</p> <p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.</p>
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Leith Walk (Pilrig Street to Duke Street) – Public Hearing of Objections to Traffic Regulation Order

Item number	7.8
Report number	
Executive/routine	Executive
Wards	12 - Leith Walk 13 - Leith

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.

In order to facilitate the changes on Leith Walk between Pilrig Street and Duke Street, a Traffic Regulation Order was advertised in November 2013.

Objections to this Order were reported to the Committee on 18 March 2014 and four of these were referred to a public hearing, which was held in September 2014. This report informs the Committee of the Reporter's recommendation in relation to the Traffic Regulation Order, and seeks approval to comply with this recommendation.

Links

Coalition pledges	P44 , P45
Council outcomes	CO19 , CO22
Single Outcome Agreement	SO4

Leith Walk (Pilrig Street to Duke Street) – Public Hearing of Objections to Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Committee accepts the Reporter's recommendation and gives approval to make the Traffic Regulation Order.

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.
- 2.2 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.
- 2.3 A Traffic Regulation Order for this second phase (TRO/13/51) was advertised in November 2013. Objections to this Order 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 Traffic Regulation Order process for the third area.
- 2.4 The two areas of Leith Walk for which a public hearing was required were:
- just north of Pilrig Street; and
 - between Jane Street and Casselbank Street
- There were four unresolved objections relating to these two areas.
- 2.5 The Committee referred these remaining objections to the Scottish Government's Directorate for Planning and Environmental Appeals for a public hearing.

- 2.6 Ms Frances McChlery, BA (Hons) LLB LARTPI, was appointed 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 Order.
- 2.7 This report informs the Committee of the Reporter's recommendation in relation to the Traffic Regulation Order.
- 2.8 A report on the new Traffic Regulation Order process for the third area of Leith Walk was considered by Committee on 28 October 2014. Committee gave its approval to make this new Order.

Main report

- 3.1 The Reporter reviewed all relevant documents, including the four objections, and held a one-day hearing on 1 September 2014. The hearing was conducted as an informal discussion, and this was followed by an accompanied site visit the following morning.
- 3.2 The objectors were advised that they could choose to be heard at the public hearing (in person or represented by another person), or could rest on their original objection. Three of the four objectors elected to attend and be heard at the hearing. The objectors were also entitled to provide Written Statements to the Reporter prior to the hearing, although none chose to do so. The four objections, as originally submitted, are appended to this report.
- 3.3 The Council submitted a Written Statement prior to the hearing summarising its case, which is also appended to this report. The appendices of the Written Statement are available as background papers. The Council was represented at the hearing by officials from the Council's Leith Programme project team, supported by a representative of CMS Cameron McKenna LLP.
- 3.4 The hearing was held at McDonald Road Library, Edinburgh. A site visit to the two areas of Leith Walk under consideration was undertaken the morning after the hearing.

The Reporter's Conclusions

- 3.5 The Reporter appreciated that changes to parking and loading provision are required to deliver the improvements on Leith Walk. She noted that the Council appreciates it is essential for residents and businesses to have access to parking and loading facilities, and has sought to retain these at the most suitable locations.

- 3.6 For the section just north of Pilrig Street, the Reporter supported the Council's view that it is not reasonable to provide a short length of double red lines outside the premises of the objector. She noted that this would introduce an anomaly into the new regime on Leith Walk, where one of the objectives of the improvements is to bring consistency, and that the use of any double red lines for loading or unloading would be illegal.
- 3.7 The Reporter also recognised that by moving the new loading bay closer to the business, the Council is doing what it reasonably can to help make use of the access for loading and unloading.
- 3.8 For the section between Jane Street and Casselbank Street, the Reporter noted that the Council has done what it can to accommodate local businesses, and believed that the proposals offered adequate parking and loading provision, even if the recent ability to park for long periods will end. It was recognised that there was an equitable balance between all of the shops and that the Council has done what it can by increasing overall loading and parking provision within the proposals.
- 3.9 She also noted that the increased turnover of parking spaces which will result from the new layout may, in fact, be of assistance to customers of the businesses on this section of Leith Walk.

The Reporter's Recommendation

- 3.10 Following detailed consideration of the objections received, the Reporter found that these should not be sustained, and recommended that the Council goes forward to confirm the Traffic Regulation Order.

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 public hearing are estimated at approximately £15,000.
- 5.2 The changes proposed by the Traffic Regulation Order will be carried out under the current contract for the Leith Programme Phase 2 improvements. The value of this contract is approximately £1.6 million. These costs are being met from funding allocated to the Leith Programme within the Services for Communities Capital Investment Programme. The Leith Programme has also received 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.
- 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:
- that the Order is not within the relevant powers; and
 - that any of the relevant requirements has not been complied with in relation to the Order.

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 the Leith Programme proposals in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below.
- 8.2 The Leith Programme proposals will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 The proposals will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure on Leith Walk.
- 8.4 The proposals will help achieve a sustainable Edinburgh by delivering environmental improvements which will benefit all users of Leith Walk.

Consultation and engagement

- 9.1 Consultation for the Traffic Regulation Order was carried out between 29 November 2013 and 6 January 2014 as part of the statutory process. This gave any interested parties the opportunity to submit formally any comments or objections. Objections to this Order were reported to Committee on 28 March 2014.

- 9.2 Four unresolved objections were then referred to a Public Hearing. The objectors were given the opportunity to be heard by an independent Reporter on 1 September 2014.
- 9.3 A copy of the Reporters report on the Traffic Regulation Order has been sent to all objectors. Objectors will also be notified of the Committee's decision.
- 9.4 As part of the wider Leith Programme, extensive consultation has been undertaken for the project with a wide range of stakeholders. A dedicated webpage has been set up and provides regular updates on the proposals. Neighbourhood Partnerships, local Members, Community Councils, cycling organisations, Lothian Buses and other community groups were all consulted on the wider proposals.
- 9.5 In addition, monthly Key Stakeholder Group meetings are ongoing, and the Elected Member Oversight Group also meets at key stages of the project.
- 9.6 Local ward members have been consulted on the contents of this report and no issues have been raised.

Background reading/external references

Appendix 1 - Reporter's report on the public hearing of objections to the Traffic Regulation Order

Appendix 2 - Objections referred to public hearing

Appendix 3 – The City of Edinburgh Council's Written Statement

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 – Reporter’s report on the public hearing of objections to the Traffic Regulation Order Appendix 2 – Objections referred to the public hearing Appendix 3 – The City of Edinburgh Council’s Written Statement

Directorate for Planning and Environmental Appeals

Road Traffic Regulation (Scotland) Act 1984

Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999

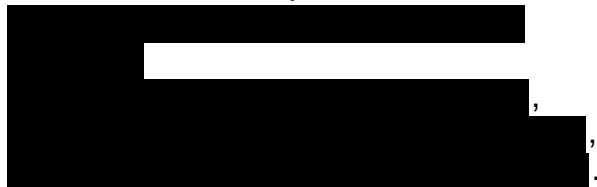


Report to the City of Edinburgh Council

THE CITY OF EDINBURGH COUNCIL (MOTOR CYCLE PARKING PLACES, EDINBURGH) AND (VARIOUS STREETS, EDINBURGH) (PEDAL CYCLE PARKING PLACES) AND (DISABLED PARKING PLACES) AND (GREENWAYS) (VARIATION) ORDER 2014 (Deferred Measures)

- Case references
- Case type
- Reporter
- Objectors

DPEA reference TRO-230-1;
CEC reference TRO/13/51
Local Authority Traffic Regulation Order
Frances M McChlery



- Date of authority decision to make order
- Date case received by DPEA
- Method of consideration and date
- Date of report
- Reporter's recommendation

18 March 2014

15 April 2014

Hearing and site visit 1 and 2 September 2014

14 October 2014

That the order be made as proposed.



Contents of report

Section 1: Introduction.

Section 2: Legal framework

Section 3: Leith Walk and the Leith Walk Programme

Section 4: Policy

Section 5: Consideration of the Objections

5.1 Issues common to the objections

5.2 [REDACTED] Leith Walk

5.3 [REDACTED] Leith Walk

5.4 [REDACTED], [REDACTED] Leith Walk

5.5 [REDACTED] Leith Walk

Section 6: Recommendations

Section 1. Introduction.

1.1 The traffic regulation order measures which are under consideration are part of the implementation of a Council project entitled the Leith Programme, described more fully in Section 3 below, which is a scheme for the comprehensive reinstatement, regeneration and traffic management of Leith Walk, Edinburgh and some related streets.

1.2 As an essential element of the objectives of the Leith Programme, during 2013 the Council prepared the traffic regulation order entitled:

The City of Edinburgh Council (Motor Cycle Parking Places, Edinburgh) and (Various Streets, Edinburgh) (Pedal Cycling Parking Places) and (Disabled Parking Places) and (Greenways) (Variation) Order 2014 (Council reference TRO/13/51) (referred to in this report as ‘the order’).

This provides for the comprehensive traffic management of Leith Walk, including provision for pedestrian crossing, bus lanes, and other measures, including parking and loading provision and restrictions.

1.3 This order was publicised in accordance with the regulations, including advertisement, between 29 November 2013 and 6 January 2014. The Council received a number of representations, including objections, and letters of support, and two petitions. The Council identified that four of the objections required to be considered at a public hearing in terms of the Local Authorities’ Traffic Orders (Procedure)(Scotland) Regulations 1999 (‘The Regulations’). However, the Council also considered that they could make a decision on the implications of the other objections without requiring to refer them to a hearing. Accordingly, as they are empowered to do by Regulation 18, the Council decided to make the Order, but only in part, allowing work to start on those elements of the Leith Programme works which were not the subject of the outstanding objections. In fact, work is currently under way.

1.4 As the Regulations provide, the Council deferred their decision on the elements of the order which may be affected by the concerns in the four objections until a hearing had been held and the outcome known. These elements are described by the Council as the ‘deferred measures’ and are so referred to in this report. The deferred measures for the purposes of this report include the Council’s intended changes to the original order measures which have been prepared in response to the maintained objections. These changes have been intimated to each objector.

1.5 The objections concern provision of parking for loading and unloading, the position of bus stops, changes to a private access, and adequacy of parking provision. The objections are all location specific, and relate to the section of Leith Walk north of Pilrig Street, and between Jane Street and Casselbank Street. The revised proposals have been put to the objectors, but they have not withdrawn their objections.

1.6 The Council’s original proposals, the deferred measures including any adjusted proposals, the objections as originally framed, and the objectors’ positions thereafter were investigated in a public hearing and are considered in this report.

Section 2. Legal framework

2.1 A traffic authority, such as the Council, may make a traffic regulation order under Section 1 of the Road Traffic Regulation Act 1984 (the Act) where it appears to the authority that it is expedient to make it, on the basis of a number of possible reasons for so doing. The reasons which are most relevant here include:-

- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), (S1 (c)); or
- for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property (S1 (d)); or
- for preserving or improving the amenities of the area through which the road runs (S1(f)).

2.2 These are to be understood against the wider requirements and powers defined in Section 122 of the Act, which imposes the general duty on the authority to exercise their 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 matters specified in subsection (2) namely:

- The desirability of securing and maintaining reasonable access to premises;
- The effect on the amenities of the locality affected;
- The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
- Any other matters appearing to... the local authority... to be relevant.

2.3 My function in preparing this report is to assess whether the making of the deferred measures order is expedient in the circumstances. This entails balancing any public benefit which is expected to arise from the proposals made by the Council against the impact they may have on the objectors' circumstances.

Section 3. Leith Walk and the Leith Walk Programme

3.1 Leith Walk

3.1.1 Leith Walk is one of the great mercantile boulevards of Edinburgh, and arguably, of urban Scotland. It once linked the city centre of Edinburgh with the docklands, shipyards and commercial centre of Leith. Today the road is an important arterial route between the defined City Centre at the south end of the Walk, and Leith and Edinburgh Waterfront (as it is referred to in planning terms) to the north. Leith and Edinburgh Waterfront is an important growth and development target area for the city. The road is the A 900 in the national hierarchy. It was described by the Council as relatively lightly trafficked for its status, but

there is no doubt that it is an important component of the city roads network, and an important thoroughfare for all modes of transport, including public transport.

3.1.2 The Walk and the streets around it are rich in fine buildings. Leith Walk was not originally a designed street, as such, in the manner of the world famous broad and regular streets of the Georgian New Town. It replaces much older roads which originally linked Leith and Edinburgh, as the two towns grew towards each other in the 18th and 19th centuries. It varies in width, and changes in character, along the 1.5km of its length. While there are a number of early buildings, and some fine mid 19th century designed terraces and houses with front gardens which face on to the street itself, the character of the Walk tends to be dominated by tenemental properties, and several good quality public buildings including churches, but from the Victorian rather than the Georgian period. This contributes to a pleasing variety in the streetscape. It seems to have always been a shopping and business street as well as residential, and it is lined with shops along most of its length on both sides. As it reaches Leith at the 'Foot of the Walk', the quality and condition of the buildings is more variable, and although some are still very handsome, there is some dilapidation, and many of the buildings have generally seen better days.

3.1.3 What is striking about Leith Walk today is its vibrant and eclectic commercial life. The length of the whole street is characterised by small shops and independent businesses of great variety. A good range of mundane but essential shops, trades, and professional services sit among many cafes and pubs; tattoo and beauty parlours; exotic food shops, antiques, vintage and bric-a-brac shops, hobby shops, architects and designers offices, community centres including some for Edinburgh's international community, to name but a few examples. There are relatively few multiple retailers, although I note that a large Sainsbury's supermarket appears to be in the early stages of construction. This variety gives the street as a shopping area considerable vitality, interest, and a distinctly bohemian feel.

3.1.4 That said, overall the current streetscape and environment is currently badly degraded, particularly where the street is narrowest towards the bottom of the Walk. This suggests that as it is at present, people may not be readily inclined to think of this area as a shopping destination or a place to linger. This problem is already being addressed and visibly alleviated by the commencement of the Leith Programme improvement works, as further explained below. There is clearly potential for the attractions of the street as a public space to improve.

3.1.5 Of recent years Leith Walk has had a hard time due to extended and disruptive street works. The Council will be aware of the history of the Edinburgh Tram Project, which originally planned to run the tram lines down Leith Walk and on to Newhaven. The key points so far as the background to the objections are concerned are noted below.

3.1.6 The Edinburgh Tram project was commenced in 2007. Part of the work entailed the rationalisation and diversion of utilities in advance of the installation of the tram lines. This work turned out to be much more complex than had been anticipated. Leith Walk was very badly affected between 2007 and 2011 by extensive pre-tram utility related road works. Some of these works were eventually finished, but others were left incomplete, if covered, on the basis that they would be returned to after the tram lines were installed.

3.1.7 However, the tram project ran into difficulties due to contractual problems from about early 2009, and became seriously affected by cost increases and disputes leading to delay.

This culminated in a root and branch review of the tram project during 2011, which in turn led to the decision in September 2011 that the extension of the tram lines down Leith Walk could not be proceeded with as part of the current project.

3.1.8 At the hearing, the Council representatives were quite candid about the effect of this disruption on traffic regulation, and the fabric of the streetscape on Leith Walk. Pavements, street surfaces and street furniture had become damaged, haphazard and generally battered, systematic repair being impossible while the tram works were going on. Road markings had been impossible to renew throughout the period and had suffered badly from the works all over the road surface from the top to the bottom of the Walk. Any kind of rigorous enforcement of parking restrictions had been impossible for sometime. Traffic regulation orders had been suspended or modified during the tram works period. To all intents and purposes Leith Walk has had no systematically enforced parking restrictions during the period of the tram works.

3.1.9 Shortly after the decision was made in September 2011 to cancel the tram lines planned for the Walk, the Council instigated a remediation programme for the streetscape and environment of Leith Walk, which was to become the 'Leith Programme.'

3.2 The Leith Programme.

3.2.1 In explaining the origins of their commitment to what eventually became the Leith Programme, their dialogue with local residents and the objectors themselves, and to illustrate the complexity of the background, the Council has usefully introduced the concepts of:-

- 'pre-tram measures', which means the streetscape and road traffic control measures prior to the tram works along Leith Walk, and therefore familiar to residents and businesses over a long period;
- 'interim tram measures', which were such arrangements as the Council could make during tram works related disruption;
- 'current measures', which are essentially the rest of the new traffic regulation regime, as originally intended by the Council, and provided for in the original order in line with the Leith Programme street design works, which were considered not to be affected by the objections and so now are in hand; and finally
- 'deferred measures', which are those measures deferred from the order until the objections have been considered.

These different traffic management regimes should be borne in mind when seeking to understand the objector's concerns and the Council responses, and they are relevant to understanding the thinking behind the Leith Programme and the consequential traffic regulation orders.

3.2.2 Shortly after the decision to reduce the routes of the tramlines, with there being no immediate prospect of the trams coming down Leith Walk, the Council approved a report in November 2011 on remediation and reinstatement works for Leith Walk and Constitution Street. The report proposed a local consultation on a project to resurface some sections of road and footway, carry out localised repairs and generally return the two streets to their pre-tram works configuration. £3.2 million of funding was allocated to these works from the Council's Capital Roads Maintenance Programme.

3.2.3 As approved, an extensive consultation exercise about the roads service proposals then took place during 2012. Throughout the development of the Leith Programme there has been a strong commitment by the Council both at political and officer level to achieve real and productive engagement with the affected people and businesses.

3.2.4 In response to the outcome of this work the Council decided that a more comprehensive programme of works than had been originally considered was needed. This enhanced plan was to include resurfacing the whole road and repairing damaged or mismatched sections of footway. Improved provision for cyclists, environmental improvements and other minor improvements to the pre-tram works configuration were also proposed. On 31 July 2012, the Finance and Resources Committee approved an additional £2.3 million of funding for this expanded programme, bringing the total overall funding available to £5.5 million.

3.2.5 Again, a major public and stakeholder consultation and engagement process was launched between November 2012 and January 2013 on a preliminary design based on this increased funding package. This included focus groups, an online survey that generated 482 responses, on-street surveys and a community drop in event. Detailed submissions were also received from a number of local stakeholder organisations. The process demonstrated that there was a strong desire within the local community for the Council to pursue an even more ambitious programme that would make significant changes to the layout and operation of Leith Walk. In particular, there was a wish to balance better the needs of all road users by significantly improving facilities for pedestrians and cyclists.

3.2.6 In response to this, the Council decided to move forward with their design, but seek additional funding for with an enhanced urban design solution for Leith Walk. In September 2013 the Scottish Government made available an additional £3.6 million of funding to fund improvements to facilities for cyclists, bringing the total funding available for what was now entitled the Leith Programme to £9.1 million.

3.2.7 Accordingly, the objections have been assessed in this report against the background of what is now a comprehensive strategy to attend to the environment and streetscape of all of Leith Walk (and Constitution Street, although that element is not relevant to this report). This has been subject to extensive consultation which was reflected in the development of the proposals. This will have been a formidable task, entailing the reconciliation, so far as possible, of good road design with all the aspirations and objectives of many stakeholders and interest groups.

3.2.8 The outcome of this process is that the Leith Programme improvements to Leith Walk now include:

- creating more space for pedestrians by widening footways and reducing road width;
- introducing new and improved pedestrian crossing facilities;
- improving on-road cycling facilities in both directions;
- providing dedicated cycle and motorcycle parking facilities within laybys;
- relaying all footways with flag paving;
- resurfacing all road surfaces to benefit all road users;

- removing redundant street furniture, reducing street clutter and providing planters to create a more attractive environment;
- relocating the large black wheeled domestic waste bins into dedicated road space, taking them off the pavement.

3.2.9 Of course, space has to be found for all of these facilities and improvements. As the Council put it, Leith Walk is an important arterial route into the city centre with a range of uses including residential, commercial, leisure and public services. It is also an important public transport route connecting Leith with the city centre. Consequently, a range of road users compete for a fixed amount of road space to meet their needs. For instance, provision needs to be made for pedestrian crossings, cycling lanes, bus lanes and stops, loading bays and parking. The Council also has to manage the road network in the interests of road safety.

3.2.10 Some of the renovations will entail physical change to the streetscape, including widening and redesigning pavements, but it is important to appreciate that these are to be implemented in tandem with revised parking allocations, which the street design will incorporate. As an element of the design process preliminaries, the Council carried out a general review of all existing waiting and loading facilities. This informed a range of changes in the location and allocation of provision, including changes from the pre-tram measures. In summary, the street will be provided with time limited general parking located in inset bays in the widened pavement. However, there will also be allocations and designed spaces to meet the needs and the special requirements of other road users.

3.2.11 There will be new allocations of locations for parking for the disabled, cyclists and motorcyclists.

3.2.12 Incorporated as an element of the re design of the pavements, there will be inset time limited parking areas, with reserved marked areas designated for loading which can only be used by persons actively loading or unloading a vehicle. Parking areas may also be used for loading and unloading. In general, the Council has sought to locate reserved loading areas at suitable places to serve all demand from local traders.

3.2.13 On the carriageway, there will be changes to the bus lanes and bus stops. Several sections of existing bus lane on Leith Walk between Pilrig Street and Great Junction Street/Duke Street will be removed to facilitate the carriageway narrowing and pavement widening. These sections are considered to offer little operational benefit to public transport during normal traffic conditions. However, sections of bus lane will be retained at the following locations where they offer most benefit for public transport users:

- northbound approach to the Foot of the Walk junction; and
- southbound approach to the Leith Walk/Pilrig Street junction.

Bus lane operating hours will remain as previously but there is a city wide review of these, so there may be future change.

Section 4: Policy

4.1 The Council submits that its approach both to Leith Walk under the Leith Programme, and to the objections, has been informed by national and local policy on how streets should be designed and managed.

4.2 The Council's own transport policy document, City of Edinburgh Council Local Transport Strategy 2014-2019 (LTS), discussed in greater detail below, recognises the importance of the role of streets as social places, which reflects current Scottish Government policy on good placemaking as set out in the document 'Designing Streets'. 'Designing Streets' emphasises that street design should be based on an intelligent response to location, rather than to the rigid application of technical road standards, regardless of context.

4.3 Reflecting both this guidance and its own design guidance for Edinburgh streets, the Council laid down design principles for the reinstatement and improvement of the Walk street environment. These are: -

- keeping the street distinctive, preserving and enhancing the historic grain and fabric of the city;
- making the street safe and pleasant, and contributing to place making;
- making the street easy to move around;
- making the street welcoming;
- making the street adaptable;
- making the street resource efficient, including provision for sustainable modes of transport.

4.4 In designing the street to accommodate all these requirements the Council has also had regard to the transport management policies of the LTS. This is a non statutory local policy document, but requires to be consistent with the objectives of the statutory Regional Transport Strategy (RTS) under the Transport (Scotland) Act 2005, which is approved by the Scottish Ministers.

4.5 The LTS includes the following policy themes relevant to the consideration of the objections:

Sustaining a thriving city; which requires the integration of the LTS policy with the Council's planning and economic development strategies;

Protecting the environment; which seeks to reduce the need to travel, encourage the use of alternatives to the car, and to reduce emissions from motorised traffic.

Road safety; which works towards a modern road network where users are safe from risk of accident or injury.

Managing our infrastructure; which states that management and maintenance of the roads, pavements, cycleways is critical, and commits to further investment in prioritising repairs. This theme also emphasises the importance of the Government's policy guidance "Designing Streets". Good street design delivers streets which have a strong 'place' function, and which are

- Attractive, distinctive and interesting
- Welcoming and inclusive
- Consistent with Edinburgh becoming more sustainable and ecologically sound
- Legible
- Safe
- Responsive to the needs of local communities
- Cost effective.

Active travel; encouraging walking and cycling by giving greater priority to pedestrians and cyclists in street design and management.

Public transport; supporting an effective public transport system.

Car and motor cycle travel; where the approach is to encourage the efficient use of cars with the emphasis that that should be where car use is the most appropriate option, through parking management, car clubs, and other measures.

Car parking; described in the LTS as a ‘complex policy area’, which must work towards the delivery of a number of different objectives, which need to be balanced in arriving at solutions for any particular area. The importance of the availability of parking, and the perception of availability, to the city’s economy is recognised. However the policy also states: ‘...there are competing demands on space and it is impossible to meet all on-street parking demand in much of Edinburgh.’ LTS Policies Park 15, 17 and 18 specifically provide for parking management which supports or facilitates loading and unloading for businesses, traditional district and local centres and which facilitates shopping, balances supply, demand and turnover, and recognises the competitive retail environment.

Freight; which recognises that the efficient movement of goods and services is fundamental to Edinburgh’s economy and the quality of life of its residents. The delivery of goods is highlighted as a ‘key issue’. Loading and unloading problems have been studied with retailers. Some potential improvement solutions, such as introducing time slots for deliveries, have been discarded. The settled policy is Freight 17, which states that the Council will seek to provide adequate and easily understandable opportunities for loading and unloading, balanced with the needs of other road users and road maintenance.

Section 5: Consideration of the Objections

5.1 Issues common to all objections

5.1.1 There are some themes in common to all four objecting parties, but in each case the circumstances and their difficulties are slightly different. I will take stock in this section of the issues which apply to all objectors, and I will then go on to deal with the each objection separately.

5.1.2 With regard to the implications of the proposed restrictions, in the case of each objection location, each of the designated loading bays will be restricted to loading operations only between the hours of 7.30 am – 6.30 pm on Mondays to Fridays, and 8.30 am - 6.30 pm on Sundays. In designated parking bays, the maximum stay will be limited to 60 minutes, with no return within 90 minutes, again within the same hours as the loading bay restrictions above. It is important to appreciate that loading operations are permitted to take place within the parking bays, which may not be widely understood.

5.1.3 The timing, if not always the location, of these restrictions is the same as they were before the tram works.

5.1.4 With reference to Section 4 above, in considering what my recommendations should be, I have had careful regard to the LTS policy framework. The Council has confirmed that this document contains the latest expression of Council policy on transportation in the City, including parking and loading. I have approached the issues below on the basis that the Council should comply with its own policy unless there are very good reasons to the contrary. The subject matter of the policy framework is complex, requiring compromises and balanced decisions with winners and losers throughout. I have applied the LTS document taken as a whole, having regard to the over-arching objectives as well as the application of particular policies. In my evaluation of the objections I have considered whether the Council's general approach to the implementation of the Leith Programme, and their responses to the objections, have been consistent with the LTS policy framework. None of the objectors have highlighted any policy inconsistencies in the approach taken towards their particular problems. Had I found any inconsistencies with policy I would have further considered whether any departure was justified, but in fact I have found the Council's approach in the case of each objection to be generally consistent with their LTS policy framework.

5.1.5 In the case of each of the objectors the Council has stated that changes to parking provision are required to deliver the improvements to Leith Walk. The Council appreciates that it is essential for residents and businesses to have access to parking facilities and has sought to retain these at the most suitable locations.

5.1.6 At the time of my site visit some of the works to expand the pavement along Leith Walk were already in hand, including in some locations the insets in the widened pavements for parking bays and black refuse bins. It was straightforward for me to envisage the streetscape as it is intended to be when completed, including the width of the pavements and the location of the parking and loading bays.

5.1.7 In considering the objections, and reaching my recommendations I have also taken the view, which I consider to be common to the situation of each objector, that in implementing the Leith Programme improvements and reinstatements, and managing the street more intensively, there will be a learning process about how well the measures work in practice, and how people can utilise the provision in a way that is most workable for them. This will apply to all road users, including businesses, their delivery drivers and their customers, and also bus drivers, cyclists, and taxi drivers. Those enforcing the scheme and managing the street will become more familiar with problem areas and the patterns of traffic through the day. I have therefore considered the issues from the perspective not only of the immediate aftermath of the Leith Programme, but in the longer term.

5.1.8 I deal with the objectors in the same order as their premises are reached from the Foot of the Walk working south towards the City Centre. The objectors are all on the north side of the Walk.

5.2 [REDACTED]

The objection

5.2.1 [REDACTED] runs an independent family run undertaker's business from two conjoined former shops at, in the block between Casselbank Street to the north and Jane Street to the south. He has other branches and locations elsewhere.

5.2.2 He emailed the Council on 23 December 2015 to object to the order. [REDACTED] was concerned that shortage of parking which would put pressure on the loading bay outside his premises. He was also concerned about the location of the bus stop, because of consequential congestion which he felt would interfere with his use of the loading bay.

5.2.3 The Council provided more parking along his block outside [REDACTED] Leith Walk under the deferred measures. His objection has been maintained because his main concern now is about congestion outside his premises which would interfere with the smooth running of funerals, aggravated by buses queuing to use the bus stop. This will be situated opposite numbers 52-62 Leith Walk. He explains that funeral parties assemble at his premises, and coffins and flowers may be placed in the hearse in the street outside the shop. These proceedings obviously have to be conducted in a dignified, respectful and professional manner. He says that Leith Walk carries a large number of bus routes, and that it is by no means unusual to see a queue of 4 or 5 buses stopping in a line from the bus stop, which can completely block or interfere with use of the loading bay. He is also concerned about the adequacy of the loading bay, given that it will have to be used by all the businesses on his block for deliveries. He considers that the bus stop should be moved further down the road, or removed, to alleviate this. He remains unhappy about the adequacy of parking provision, and does not consider the pedestrian crossing as necessary.

The Council's response.

5.2.4 In deciding on the allocation of parking and loading facilities the Council has had regard to the nature of an undertaker's business, recognising its special sensitivities, and that has influenced their provision of additional parking for 6 cars on the block. This additional provision, which can be used for loading, should take some pressure off the loading bay immediately outside the [REDACTED] premises. This bay is located where it is at present, although at the moment the road markings are virtually invisible. The location will be tidied up with improved pavements.

5.2.5 The Council do not seem to have addressed the location of the bus stop in their response to the original objection. The position of the bus stop has already been included in the current measures, although the bus stop currently at that location is temporary. The Council did address the question of congestion from buses at the hearing. They noted the statement that the loading bay was frequently blocked by queues of buses and carried out a brief investigation by monitoring the situation. Their findings suggested that queues of 4 or 5 buses were a relatively infrequent occurrence, and quickly cleared.

5.2.6 The Council also explained that the absence of parking provision immediately adjacent to the bus stop gave buses a reasonable amount of space to use the stop. This should assist buses to stop reasonably neatly within the allocated bus bay, which has enough space for two buses beside the kerb. In addition, the location of the stop adjacent to the Casselbank Street junction with the Walk would enable buses to move off easily and efficiently rather than being impeded back or front by parked cars. The bus stop will be in a location with bus lanes. The submission was that it should be a reasonably smooth running bus stop.

5.2.7 The Council also confirmed that the bus stop is in its pre-tram location, adjacent to a pedestrian desire line, which is in the interests of road safety. Because of the other requirements of road space there are few suitable locations for bus stops, and no better location for this one.

Reasoning and conclusions

5.2.8 [REDACTED] property consists of the two conjoined shops which contain his business offices, a small garage behind the shops used for the limousines and hearses, and a parking yard used for staff cars. His mortuary and other facilities are located elsewhere. Immediately to the north of the shops, just after the loading bay, and crossing the Leith Walk pavement, there is also a partly paved private access lane, suitable for cars and hearses, which leads to his garage and yard to the rear. This lane access will be double red lined, which means all parking and waiting is prohibited, to ensure it is kept clear at all times. The space available on the Walk itself is not generous, but I note that the lane access and its red lines, situated as they are just beside the loading bay, will give the undertaker's business some additional space to accommodate the funeral vehicles waiting outside their premises. Their use of their yard and the access lane will also give them some space to muster their vehicles.

5.2.9 However, there is no doubt that the pavement space and the road immediately outside the undertakers can quickly become a congested area, because of buses and bus passengers. [REDACTED] very fairly acknowledged the Council's difficulties in allocating the available space. However, the availability of a dignified and usable street frontage outside his premises is important to his business and also to members of the public using his services. It is obviously of great importance that mourners using his premises, and staff dealing respectfully with funerals, are able to do this with some dignity.

5.2.10 I agree with the Council that compared to many bus stops the space available is relatively generous. There is space for two buses to sit at the stop on the kerb, and the gap caused by the access lane means that there is nearly space for a third bus.

5.2.11 I observed the premises and the nearby bus stop on a number of occasions throughout the course of two different weekday mornings. I certainly found [REDACTED] picture of buses blocking, or otherwise interfering with the availability of the loading bay outside his offices to be more reflective of the reality than the Council's illustration. There is clearly an unfortunate problem of traffic conflict. It would be inconvenient to any business at that location but is particularly hard for an undertakers. It seemed likely to me that the location of the bus stop at the Foot of the Walk may cause a degree of 'stacking' of buses at certain times of the day. It was also clear that it was a busy and useful bus stop.

5.2.12 In providing a reasonable amount of new parking on this block and locating a loading bay right outside the shop I consider that the Council has done what it can to accommodate the business. In the circumstances I think the Council's approach is reasonable, in that a degree of special treatment for a funeral business is merited against the background of basic civic responsibility and community awareness.

5.2.13 However, it is difficult to find a solution in this matter for the very real problem with bus congestion affecting the loading bay. I have considered the bus stop issue, because it was included in the original objection, but I understand that the council's position is that the bus stop location is included in the current measures, and is not before me for consideration. Essentially the same position applies to the location of the pedestrian crossings. Adequate safe provision for pedestrians is an essential strategic element of the Leith Programme, and I do not suggest any modification to that provision.

5.2.14 I note that it would lie within the Council's powers to move the bus stop, even if further traffic measures needed to be made. However, I do not suggest to the Council at this time that the bus stop should be deleted or moved. It is clearly a busy and established bus stop position, and it will be difficult to find a suitable alternative location for it with the combination of room for at least two buses beside the kerb, and good in and out manoeuvrability. Alternative locations nearby are likely to be just as busy and somewhat less spacious, and therefore cause more congestion. I respectfully suggest that the Council keeps the situation under close review during the implementation period and discusses the congestion situation with the bus companies, and of course [REDACTED]. It may be that there are timetabling or driver awareness management measures which could be tried, all of which of course fall outside the scope of this report, if they can be attempted at all. Once the Leith programme has been completed and bedded down it is possible that different patterns of bus traffic will emerge, and the problem may perhaps be revisited when more about that is known.

5.2.15 However on the questions I have been appointed to examine, I consider that the provision for parking and loading as outlined in Council drawing RTD/636045/TRO/08 is the best option available in the circumstances and recommend that the order be confirmed in these terms.

5.3 [REDACTED]

The objection

5.3.1 This shop is on the same Jane Street /Casselbank Street block as [REDACTED]. The manager of the store e-mailed an objection to the Council in December 2013. His protest was to some degree a general one about parking restrictions. His concern was that he and his staff would be unable to park outside the shop; that some of his deliveries came by car; and that he has many car-borne customers who would also find the restrictions inconvenient. The objection was not withdrawn, even after additional parking spaces were made available on the block. The objection was regarded as competent by the Council and the objector was regarded as entitled to a hearing. As the preparations for the hearing progressed it emerged that the manager who had originally objected was no longer in the country, but the business was treated as the objector and were invited to participate

in the hearing. In the event they did not appear, but I proceeded to consider the objection and inspected the location.

The Council's response

5.3.2 The Council's response can be considered in terms of their general approach to parking provision in balance with other uses as provided for in the LTS, and the Leith Walk programme. Additional parking spaces are being provided on this block, albeit subject to the same restrictions as elsewhere on Leith Walk.

Conclusions and reasoning

5.3.3 I can find no special circumstances in the terms of the objection as to why different arrangements should be made for the [REDACTED] than that for other users. There appears to me to be adequate parking and loading provision along the stretch of pavement in front of the supermarket, even if the recent ability to park for long periods, because of the suspension of pre-tram measures, will now be at an end. This turnover of parking spaces may in fact be of assistance to any customers using the supermarket by car. I recommend that the deferred measures as now proposed by the Council in drawing number RTD/636045/TRO/08 be confirmed.

5.4 [REDACTED] Leith Walk

The objection

5.4.1 [REDACTED] is a sole trader, often manning his shop by himself, who sells carpets and floor coverings. His shop is under the former railway bridge at [REDACTED] Leith Walk, on the block between Stead's Place to the south and Jane Street to the north. The shop has no rear access so that all goods have to come in and out of the front door. His pattern of supply of goods is that he buys for stock irregularly, if frequently, and has daily deliveries from his various suppliers. This means that there is no regular delivery van or driver, so deliveries are not predictable and cannot be restricted by him to any particular time of day. When he takes a delivery and is running the shop by himself, he has to lock the shop and then assist the driver to unload the delivery van, either walking a roll of carpet or vinyl between them from the van to the shop, or using a trolley. The effect of the council's proposals will be to place either of the nearest loading bays inconveniently far away from his shop.

5.4.2 Because it is on the same block, the loading bay most convenient to the [REDACTED] [REDACTED] would be that opposite number 116, which is on the same block as the shop but is still about 75 metres away from his door.

5.4.3 In addition to the loading bay on the same block, in theory, the loading space outside Porteous Funerals would be available to him, and is about the same distance away from the shop door. However, this lies across Jane Street, and is it clearly undesirable that he should be trying to unload rolls of carpet from a delivery van at the same time as the funeral parlour is trying to use the loading space, which will lead him to avoid its use in so far as he can. In addition, it is also difficult to carry a carpet safely across Jane Street, which can be a busy side road junction, given the restricted visibility of anybody moving a heavy carpet roll of any size.

5.4.4 In theory, delivery drivers could get a bit closer by using the new parking spaces for loading and unloading. [REDACTED] made the point that in his experience, most delivery

drivers will always look for a loading bay in preference to using a parking bay, even if they can find one.

5.4.5 He will have a wider pavement outside his shop, but that is not particularly useful to him. He also says that there are insufficient parking spaces planned to service the number of shops on this stretch of the Walk, and feels that loading bays and parking areas are to be sacrificed in order to widen the pavements.

The Council's response

5.4.6 On receipt of the [REDACTED] objection the Council examined what could be done in response, but had limited options because of the need to allocate enough space for sufficient parking, equitable access to loading areas for all the businesses along the block, and the pedestrian crossing. Specifically, they felt it would not be possible to relocate the pedestrian crossing, which in any event is in the current measures. The crossing is equally important in terms of the Leith Programme strategy. The Council pointed out that here as elsewhere they could not reorganise the overall design further without unduly disadvantaging the other commercial premises which share the block, and without moving or removing the approved pedestrian crossing. The crossing is where it is as part of the overall strategy of increased pedestrian provision, and because of road geometry and the need to accommodate all the other street control features.

5.4.7 The pre-tram measures provided a parking bay for 10 vehicles at this location, and the deferred measures propose six parking spaces with two loading spaces centrally located in the parking bay for the block. This results in a net loss of four parking spaces within this area, but a gain of two loading spaces. The Council considers that this is an appropriate balance of uses. The Council commented that the additional parking spaces opposite 80-89 Leith Walk should also benefit [REDACTED] in that it would both provide more parking space for customers, and could be used for unloading for other businesses, improving the chances that the loading area on the same block as [REDACTED] would be available to him.

5.4.8 The Council also makes the point that [REDACTED] is an unusual shop to find these days in a city centre street, given that most of such bulky goods provision is now situated in retail parks, the implication presumably being that he can only expect a degree of difficulty as inevitable because of his location.

5.4.9 They also say that the parking surveys show that there is a high level of parking demand in this section of Leith Walk. This is currently accompanied by significant misuse of existing bays, with many vehicles parking for long periods. For the reasons mentioned elsewhere, enforcement of short stay parking has been impracticable through out most of the tram work period. This will change as the new parking regime is implemented and enforced. There will be a benefit to [REDACTED] business because shorter stay parking will be more generally enforced and parking spaces will open up on a regular basis. Cars will have to move on. There will be a greater turnover of spaces for potential customers.

5.4.10 The Council emphasises that the pavement widening has not resulted in the loss of parking spaces to any significant extent. The widening will contribute positively to the attractions of Leith Walk as a shopping street.

Reasoning and conclusions

5.4.11 The [REDACTED] is also on the north bound side of the Walk, across Jane Street from [REDACTED] business and the [REDACTED]. From the front door of the shop each of the two nearest loading bays are about 75 metres away, which is clearly an inconvenient distance to haul a carpet, whether carried or on a trolley. The loading bay outside [REDACTED] Funeral Directors may be marginally the nearest to the shop door, but that would involve crossing Jane Street with carpets and presents the undesirable prospect of conflict with funerals.

5.4.13 The Stead's Place to Jane Street block which includes the [REDACTED] under the railway bridge at the northern end, continues as a mid 20th century commercial range of single storey shops, currently in a mix of uses including a pub and a coffee shop, a bed and furniture shop and a charity shop for furniture. I investigated the rear of these premises to find out whether they had other means of receiving deliveries, but they must all be serviced from the pavement side. I agree with the point made by the Council that loading facilities must be equitably located, and putting them in the middle of the block is the obvious way to achieve that. I also agree that it is not appropriate to make decisions about the location of the parking bays purely on the basis of the current occupiers and uses of the shops along the block – these could change, often without the need for planning control. I do not think this approach is inconsistent with the degree of favourable accommodation afforded to the funeral business for reasons of civic responsibility. I do not consider that placing a loading bay as near a funeral business as possible creates a precedent for special treatment for a carpet shop, which shares a block with other bulky goods businesses.

5.4.14 I could not see any scope for relocation of the pedestrian crossing short of its deletion, even if that fell within the deferred measures, which it does not. [REDACTED] did not ask for its relocation. In the Council's overall Leith Walk scheme, pedestrian crossings are equitably distributed along the length of the road, in predictable places. Having regard to the Council's policy framework and the Leith Walk programme, improved provision for pedestrians is supported by a range of policy principles. Improved conditions for pedestrians should contribute positively to the improved function of the street as a retail environment, which should be in the long term interest of [REDACTED] business. These considerations do not fall in favour of the removal or movement of the pedestrian crossing.

5.4.15 The Council has pointed out that the shop deliveries could use the [REDACTED] loading bay, but I agree with [REDACTED] that this is far from ideal for his needs. I do not think that this provision assists him and have not taken it into account as loading he could easily use, although in theory it is available to him and those delivering to him.

5.4.16 I regard the retention on Leith Walk of bulky goods businesses as important, although [REDACTED] has not threatened to move. We have in past years adopted planning policies facilitating the location of bulky goods to retail parks, but equally important has been the policy imperative of maintaining the vitality and viability of shopping streets. The principle behind that has always been that such streets make goods available to the widest possible sector of the community including those without cars. The carpet bargain store is clearly meeting that need. However, so are many of his neighbouring businesses. The Council has to strike an equitable balance between all the shops in this block, and it has done what it can by increasing the overall loading and parking provision. The loading bay is central to the block, not as close to [REDACTED] shop door as it desirably should be for him, but I accept that it is as close as it can be within the constraints of the Leith Walk

programme. It is to be hoped that [REDACTED] can emphasise to his delivery drivers that the parking bays could be used for loading if they are available when they arrive.

5.4.17 I consider that the loading and parking provision for this block as outlined by the Council in drawing RTD/635045/TRO/012 are the best options available and recommend that the order be confirmed in these terms.

5.5 [REDACTED] Leith Walk

The objection

5.5.1 [REDACTED] owns the printing business [REDACTED], which trades from the basement of the flatted town house at [REDACTED] Leith Walk, with the business address of [REDACTED] Leith Walk. The building and the terrace of which it is part is C listed. This is the north bound side of the Walk between Pilrig Street and Arthur Street. The business premises can be accessed from the front door of [REDACTED], and then a door in the close of the house at [REDACTED] down a winding basement stair, but this is unsuitable for loading and unloading goods. Alternatively, they can be accessed from a basement door at the rear, which in turn is reached through a gated and locked pend or passageway which leads between and under the properties at [REDACTED] Leith Walk. This is the [REDACTED] delivery entrance.

5.5.2 Until recently the pend was reached by a kerbed access lane which came off Leith Walk in line with the entrance to the pend between two shops in front of the terraced building. There were kerbs to this lane along its length, where it crossed and interrupted the pavement, and joined the roadway of the Walk. The lane was marked with the double red parking lines, and which extended round the corners of the kerbs on both sides on Leith Walk itself. There was a loading bay immediately beside the end of the lines. Earlier this year, in implementation of the current measures, the Council reformed the pavement outside the pend removing the access lane completely. They have now laid the pavement flagstones that will be used throughout the Leith Programme, so that the pavement is now uninterrupted along that stretch. They provided a dropped kerb at the pavement edge opposite the pend where the access lane had been. The double red lines have not been reinstated.

5.5.3 [REDACTED] regularly takes delivery of paper on pallets weighing about 400-500 kilo. These are unloaded at the kerb on to a pallet trolley, and [REDACTED] wheels this trolley from the van or lorry over the pavement using a recently provided dropped kerb, through the pend towards the basement rear door for unloading. The existence of the double red lines meant that [REDACTED] was able to use the clear space where parking was forbidden to facilitate the loading and unloading of his paper, the vehicle itself being parked in the adjacent loading bay. This was of considerable assistance to him.

5.5.4 Essentially [REDACTED] wants the reinstatement of the access lane and the previous pre-tram arrangement of double red lines outside his access lane. At some point in the past he inquired about what would be happening after the tram works and was told that the old arrangement would be put back. He argues that it is clear that his access lane was available for vehicles to use, and that legal entitlement should be preserved and not prejudiced. That means that the access should be red lined and kept clear as before instead of being absorbed into the Leith Programme scheme. He presented evidence that

the old Scots word 'pend' typically included vehicle traffic. He gave evidence that over the many years he had operated the business, the pend and the rear yard had once been used, albeit occasionally, for the storage and scrapping of cars. He argues that this is part of the historic interest of the area.

5.5.5 He argues that the pend should be regarded as a vehicle access and so kept clear by red lines, so that he has unrestricted access to the roadside. He says that loading and parking bays are flagrantly misused by van drivers sitting there for long periods of time and this interferes with his ability to load and unload at the pavement.

The Council's response

5.5.6 The Council reacted to his objection by proposing to move the planned loading bay for that block closer to [REDACTED] access, so that it will be immediately adjacent to the access point and the dropped kerb. They do not consider that the kerbed access lane should be reinstated, nor that the double red lines should be put back. They do not consider that the access lane is used by motor vehicles, or that it could be used for that purpose. They consider that the provision of a dropped kerb and access across the pavement is a reasonable level of access that would enable [REDACTED] to use it as before. Reinstating the access and the red lines would put pressure on the existing design which provides a comprehensive solution for parking and loading together with an improved pavement. To reinstate the access and the red lines for one business would lead to loss of parking space, which is not acceptable.

5.5.7 The Council explains that the red lines were eroded during the tramlines, and were not latterly enforced. The lines probably had their origins in a general approach to access lanes which was to ensure sight lines for vehicular traffic emerging from the lane, and would be put on all Leith Walk's accesses in the past without considering in any detail whether and to what extent the access was still in use. They were not laid down to facilitate loading and unloading, even though [REDACTED] found them helpful for that purpose. However, it is clear that the private access is no longer suitable for vehicular traffic, and has not been used by vehicles for a very long time. [REDACTED] does not in fact intend to use it for vehicles, other than his pallet trolley, and the removal of the access lane does not interfere with that. The Council has decided that there is no case for the retention or reinstatement of the red lines.

5.5.8 As to [REDACTED] concern about the abuse of loading, and vans waiting in a loading space, the Council point out that the interim tram related period of non enforcement of parking restrictions is about to end, and there now will be council officers who will enforce the traffic regulation orders, and prevent abuse of loading bays.

Conclusions and reasoning.

5.5.9 The Council's obligations, so far as relevant to this matter, are defined by Section 122 of the Act, as summarised in Section 2 of this report. The Council is required to secure and maintain access to premises but has discretion to do so to the extent that they consider reasonable in all the circumstances.

5.5.10 On my site inspection I saw that behind the terrace of town houses, the Number 346b basement access from [REDACTED] leads outside into a narrow passageway, past what must once have been a rear service yard, possibly a livery yard or stabling, which may have once been shared space between a number of the terraced

houses. It now seems to have been long partitioned off and divided up. This yard is accessed from Leith walk via the locked pend.

5.5.11 I inspected the function of the access passage way or pend on my site visit. As the kerbed lane had been grubbed up and replaced by paving flags, I was unable to inspect it as it had been. I measured the width of the access to the pend between the forecourt shops. It was 1.8 metres wide at its narrowest point, which was at the location of two very old cast iron bollards at the heel of the Leith Walk pavement, at either side of the passage way. These would prevent most modern 4 wheeled motor vehicles attempting to use it. The passage way is usually closed on the Leith Walk side by high locked gates. It clearly no longer gives access to a stable yard or an open space of any kind which could conceivably be used by vehicles. There was no space for a vehicle to turn. I do not find it currently to be functioning as a vehicle access, however it may have done in the past. In providing a drop kerb I consider that the Council has retained the ability to continue the current use of the access, which is to give pedestrian access to the rear of the buildings and in the case of [REDACTED], to take heavy loads in and out of his premises through his rear basement access. In eradicating the kerbed lane from the pavement the Council has removed a potential tripping hazard and obstacle from the pavement. I find the Council's position in this regard to be reasonable.

5.5.12 In making these changes, the Council may have deprived [REDACTED] of the use of the handy extra space on Leith Walk itself over the previous red lines, but it should be borne in mind that the purpose of the red lines was not to give [REDACTED] more loading space in any event. They were intended to keep the access onto the road clear for vehicle access, which is no longer required.

5.5.13 I fully accept that the lack of reinstatement of the red lines will deprive [REDACTED] of an important convenience, which he was looking forward to having available to him again. However, I consider that in moving the new marked loading area close to the access and the dropped kerb the council will be doing as much as it reasonably can to help him to make use of his access for his loading and unloading. I do not think it would be a reasonable approach to paint red lines to reserve space for an access that does not in fact merit them. This would have the effect of using red line restrictions to reserve part of the kerb of the Walk to suit the habit of one user. This would introduce an anomaly into a new regime where part of the objective is to bring consistency and civic management to shared space. I do not recommend such a course. I take into account that the Council is now committed to ensuring proper use of the loading bays and to policing misuse, and that vehicles delivering to businesses along this part of the Walk are not restricted to using the loading bays if a parking space is free.

5.5.14 I have considered [REDACTED] important argument about the historical significance of the pend and the kerbed access, given that it was an aspect of the setting of a listed building and in a conservation area. This also cross refers to the LTS policy that the historic grain should be preserved in streets. The kerbed access has been eradicated as an element of a comprehensive approach to the improvement of the environment of the street, with due regard to the effect on the historic environment and with the objective of enhancing it. There will be some gains to this from the rationalisation and neatening of the pavement and the uniform good quality flagstone finish. On balance I consider that the removal of the kerbed access lane is justified, and does not significantly detract from the historic

environment. I also take into account the removal of a tripping hazard in the run of the pavement, which assists pedestrian safety and convenience.

5.5.15 Accordingly, I consider that the loading and parking provision for this block as outlined by the Council in drawing RTD/636045/TRO/04 are the best options available and recommend that the order be confirmed in these terms.

Section 6: Summary of Recommendations.

Following my consideration of the objections in terms of Regulation 12, I have found that the objections should not be sustained. I recommend to the Council that they go forward to confirm the order for the measures defined by their drawings numbers RTD/636045/TRO/04 and RTD/635045/TRO/012.



The Head of Transport
Services for Communities
4 East Market Street
Edinburgh EH8 8BG

Your Ref. TRO/5-8/note

TRAFFIC REGULATION ORDER

Leith Walk from Pilrig Street to the foot of the Walk / Duke Street - Edinburgh

Dear Sir,

COMMENT / OBJECTION

Basement property at [REDACTED] Leith Walk accessed from passageway formed by properties at [REDACTED] Leith Walk.

Your Traffic Regulation Order shows there will be parking across the goods entranceway to this property. This will have a detrimental effect on my business. Namely: it will cause problems when pallets of paper, weighing 400-500 kilo, are delivered and these can not be transported from the street and along the rear of the building to my main door.

There were double red lines at this entranceway until the Tram works destroyed 90% of them.

I have, in recent times, taken this matter up with my Leith Walk Councillor, Nick Gardner. Subsequently, I was contacted, by, telephone, by a local authority official who assured me that double lines would be installed when the Leith Walk traffic works were undertaken.

I would appreciate it if your plans could be amended accordingly.

Yours sincerely,

[REDACTED]
Proprietor

Request Type - General Enquiry**Service Request Number - 6****SfC\City Centre/Leith Neighbourhood Management****Received Date - 16/12/2013****Service Area - CELO - Partnership and Information****Target Date - 01/01/2014****Sub Service Area -****Logged by - Margaret Denney****If Other -****Type - General Enquiry BO****Assigned to - alan.dean@edinburgh.gov.uk****Multiple Request Co Ordinator -****Street Name
Ward****Neighbourhood
Other System Refs****Subject** parking**Summary**

Hello my name is [redacted] I am the manager of [redacted] which is [redacted] leith walk.

We v got letter from council for car parking and says we wouldn't allow to park front of the shop which is unacceptable for us.because we are getting delivery every weeks and we have car for delivery also lots of customer coming here for them car.we are not happy for that Thank you

Sent from my iPhone

SR Customers Information

Customer Name	Phone	Mobile	Cust Type
[redacted] [redacted] Leith Walk Edinburgh	[redacted]	[redacted]	Individual

Activity History

Activity ID	Date Logged	Staff Name	Cust Name	Type of Contact
4040092	16/12/2013	Margaret Denney	[redacted]	Email - Inbound
Comment	Hello my name is [redacted] I am the manager of [redacted] which is [redacted] leith walk. We v got letter from council for car parking and says we wouldn't allow to park front of the shop which is unacceptable for us.because we are getting delivery every weeks and we have car for delivery also lots of customer coming here for them car.we are not happy for that Thank you			

Sent from my iPhone

Follow Up Details

ID	Date	Staff Name	Category
641107	16/12/2013	Margaret Denney	Assignment
Details	Assignment Email to environment-ccl@edinburgh.gov.uk		
641106	16/12/2013	Margaret Denney	Back Office Update
Details	assiged to environment-ccl@edinburgh.gov.uk		

Related SRs

[REDACTED]
To: Gordon Munro
Subject: RE: TRO Leith Walk-

*more space for the cars
then parking down
outside*

Hi Gordon

I have just read your email and thought I would reply as I was planning to email all the local councillors anyway. My business is located at [REDACTED] Leith Walk, according to the plans I found on the Edinburgh.gov website the parking bays outside my premises are to be replaced with a loading bay. I also noticed the bus stop is to be moved back towards my business. There is no doubt if this is correct this would cause serious problems for me. You will appreciate the type of profession I work in, our clients and our staff need to be able to access our premises and be able to park and load and unload our hearse when required.

It is also a concern that all the shops to our right will need to access the loading bay daily, never mind the impact of a row of buses tailing back outside our premises, which happens very regularly, it is very apparent we would never be able to operate our business and more importantly carry out our duties in a dignified professional manner. I need someone from the council to explain how a funeral leaving from our premises will be able to do this in a professional dignified way.

It is coincidental that we have entered the last year of our lease and are now seriously considering not renewing the lease, which of course will leave another empty shop in Leith.

I hope you can help me with this matter

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 17 December 2013 14:24
To: Traffic Orders
Subject: TRO-Leith Walk from Pilrig Street to the foot of Leith Walk/Duke Street Edinburgh

Categories: Blue Category

Your Ref TRO/5-8/note

I wish to submit an objection to the proposed changes to the above.

1. My business sells carpets, vinyls - floorcoverings. I have suppliers delivering 4-5metre carpets every day and there is insufficient loading bays. Loading bay is also to be moved further away from my shop which will cause huge problems for delivery drivers and myself.

2. There is insufficient parking spaces to service the number of shops on this stretch of The Walk

Both loading areas and parking areas are to be sacrificed in order to widen the pavements.

[REDACTED]

--

[REDACTED]

**THE CITY OF EDINBURGH COUNCIL
LEITH WALK TRAFFIC MANAGEMENT**

**THE CITY OF EDINBURGH COUNCIL (MOTOR CYCLE PARKING PLACES,
EDINBURGH) AND (VARIOUS STREETS, EDINBURGH) (PEDAL CYCLE PARKING
PLACES) AND (DISABLED PARKING PLACES) AND (GREENWAYS) (VARIATION)
ORDER 2014**

**STATEMENT OF CASE
FOR
PUBLIC HEARING OF OBJECTIONS**

THE CITY OF EDINBURGH COUNCIL (MOTOR CYCLE PARKING PLACES, EDINBURGH) AND (VARIOUS STREETS, EDINBURGH) (PEDAL CYCLE PARKING PLACES) AND (DISABLED PARKING PLACES) AND (GREENWAYS) (VARIATION) ORDER 2014

1) Introduction:

On 29 November 2013 the Council advertised their intention to make the above Traffic Regulation Order ("TRO"), which is necessary for the implementation of the current phase of the Leith Programme on Leith Walk¹.

The Council received 20 representations from individuals, businesses and local community groups. Of these representations, 11 were objections, seven were expressions of support and the remaining two were comments which are considered to be non-valid grounds for objection. In addition, the Council received 101 standard template letters and a petition with 354 signatures.

The objections were reported to the Council's Transport and Environment Committee on 18 March 2014². In order to allow the Leith Programme to proceed without undue delay, the Committee decided to make the TRO in part, deferring a decision on the remaining measures to allow objections to those measures to be considered at a public hearing.

A public hearing into those measures was mandatory as four of the objections fall within the scope of the Regulations³, as amended. The Council will take a final decision on the remaining measures once they have considered the Reporter's report on those objections.

A public hearing of those objections has been scheduled to take place in the Nelson Hall at the McDonald Road Library, 2 McDonald Road, Edinburgh on 1 September 2014.

This Statement has been prepared to outline the Council's case in support of the making of the remaining part of the TRO.

2) Background:

In recent years, the Council made a series of different TRO's to facilitate the operation of the Edinburgh Tram. It may be helpful to set out the background to TROs made in relation to Leith Walk.

The following terminology will be used:

"The Pre-Tram Measures" are the TRO measures which were in place before any tram works were carried out on Leith Walk⁴.

"The Interim Tram Measures" are the on street adjustments carried out on Leith Walk under the Tram Temporary Traffic Regulation Order (TTRO) in relation to the tram works;

"The Final Tram Measures" are the measures which were contained in the Tram TROs⁵ which were made by the Council but not brought into force on Leith Walk.

¹ See Section 5 for further information on the Leith Programme

² Document 7.1: Report to Transport and Environment (TE) Committee of 18 March 2014

³ Regulation 8 (1) (a) (i) of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999

⁴ The City of Edinburgh Council (Greenways) Order 1997

⁵ The City of Edinburgh Council (Edinburgh Tram) (Traffic Regulation; Restriction on Waiting, Loading and Unloading and Parking Places) Designation and Traffic Regulation Order 2010, The City of Edinburgh Council (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads/Tram priority Lanes and Weight Limit) Traffic Regulation Order 2010.

“The Current Measures” are those measures under this TRO which were made by the Council in March 2014, and which apply to approximately 95% of this phase of the Leith Programme. For the avoidance of doubt, construction of these measures is underway.

“The Deferred Measures” are those measures under this TRO which were deferred by the Council in March 2014 and which apply to approximately 5% of this phase of the Leith Programme.

The Pre-Tram Measures were suspended by the relevant provisions of the Tram TRO when the initial stages of tram works were carried out on Leith Walk. When the Council decided on 2 September 2011⁶ not to proceed with the full construction of the tram line beyond the city centre, the contractors had already constructed the Interim Tram Measures and some, but not all, of the Final Tram Measures. These physical changes, for instance, to parts of the kerblines, meant that the Council could not revert to the Pre-Tram Measures because the new physical road layout no longer exactly matched the provisions of the 1997 TRO.

The Council decided to take this opportunity to consult with local residents and businesses with a view to introducing new traffic management measures on Leith Walk as well as considering improvements to the public realm. Moreover, as the Pre-Tram Measures no longer matched the altered road layout, enforcement of waiting and loading restrictions has not been actively pursued since late 2011.

Following the Council’s decision in March 2014 to make the TRO in part, construction of the Current Measures started in May 2014.

3) Policy Context - The Local Transport Strategy 2014-19:

The Council’s Local Transport Strategy (LTS)⁷ recognises the importance of the role of streets as social places, which reflects current Scottish Government policy as set out in ‘*Designing Streets*’⁸. ‘*Designing Streets*’ focuses on the premise that design should be based on an intelligent response to location, rather than to the rigid application of technical road standards, regardless of context.

The LTS states that “over the coming few years Leith Walk, George Street, and Charlotte Square will be upgraded and redesigned to be more attractive to walkers and cyclists and so better suited to their role as shopping streets or public squares.”

Leith Walk is an important arterial route into the city centre with a range of uses including residential, commercial, leisure and public services. It is also an important public transport route connecting Leith with the city centre. Consequently a range of road users compete for a fixed amount of road space to meet their needs. For instance, pedestrian crossings, cycling lanes, bus lanes and stops, loading bays and parking. The Council also has to manage the road network in the interests of road safety.

The Council therefore considers that it is appropriate to introduce both the Current Measures and the Deferred Measures on Leith Walk. These reflect the principles of the LTS and Designing Streets, and they contain waiting and loading restrictions consistent with the Pre-Tram Measures and with those in force on similar routes across the city.

4) Evolution of the Council’s Aspirations for Leith Walk:

The Council’s initial consideration of Leith Walk following the decision to curtail the Tram

⁶ Document 7.5: Report to City of Edinburgh (Full) Council on 2 September 2011

⁷ Document 9: City of Edinburgh Council Local Transport Strategy 2014-2019

⁸ Document 10: Designing Streets – A Policy Statement for Scotland (Transport Scotland)

project at York Place was on 29 November 2011⁹. At that stage, the main focus was a reinstatement of the Pre-Tram Measures, with an allocated budget of £3.2 million.

Following subsequent consultations with the Committee Convener and local elected members, and stakeholder events held on 16 and 17 July 2012, it was decided that a more comprehensive programme of works was required, including improved provision for cyclists and environmental improvements. On 31 July 2012¹⁰, the Council's Finance and Resources Committee approved an additional £2.3 million of funding for this expanded programme, bringing the total overall funding available to £5.5 million.

A major public and stakeholder consultation and engagement process was subsequently carried out between November 2012 and January 2013 on the preliminary design for the £5.5 million programme of works. This included focus groups, an online survey that generated 482 responses, on-street surveys and a community drop in event. Detailed submissions were also received from a number of local stakeholder organisations. The process demonstrated that there was a strong desire within the local community to pursue a more ambitious programme that would make significant changes to the layout, use and operation of Leith Walk. In particular, there was a wish to better balance the needs of all road users by significantly improving facilities for pedestrians and cyclists. This is consistent with the approach contained in Designing Streets and the LTS.

A report on the public consultation was considered by the Committee on 19 March 2013¹¹. Committee approved a twin track approach to i) progress the design for the Council-funded £5.5 million programme, and ii) pursue third party funding for enhanced streetscape works on Leith Walk.

On 24 September 2013, the Minister for Transport and Veterans announced that the Scottish Government, via Sustrans, would provide up to £3.6 million to fund the enhanced streetscape works. Funding was subsequently confirmed in a formal agreement with Sustrans which governs the arrangements for this funding.

Scottish Government and Council funding brings the total available for the Leith Programme to £9.1 million.

5) The Leith Programme:

Phasing

The Leith Programme is being delivered in a number of phases over financial years 2013/14, 2014/15 and 2015/16:

- Phase One was completed in late 2013, and delivered a range of improvements on Constitution Street.
- Phase Two consists of the Current Measures and the Deferred Measures.
- planning and design work on future phases of the Programme is ongoing. The TRO for Phase Three (Foot of the Walk Junction) was advertised in July 2014.

Funding

The total approved budget for the Leith Programme is £9.1 million.

⁹ Document 7.4: Report to Transport, Infrastructure and Environment Committee on 29 November 2011

¹⁰ Document 7.3: Report to Finance and Resources Committee on 31 July 2012

¹¹ Document 7.2: Report to Transport and Environment (TE) Committee on 19 March 2013

Design Principles

The overarching approach is as set out in the LTS and Designing Streets. To reflect properly the needs of Leith Walk, the Council has developed, in consultation with stakeholders, the design principles for Leith Walk¹².

Public Consultation

The Council has carried out extensive consultation with local residents, businesses and other stakeholders. In addition, 1,900 letters were hand-delivered to businesses and residents on Leith Walk and streets surrounding the area covered by the TRO.

Scope of Phase Two

The Leith Programme consists of road, footway and cycle improvements which will transform the nature and operation of Leith Walk.

Phase Two consists of the Current Measures and Deferred Measures covering the northern section of Leith Walk, between Pilrig Street and Great Junction Street/Duke Street (Foot of the Walk junction). Both the Current Measures and Deferred Measures include:

- creating more space for pedestrians by widening footways and reducing carriageway width
- introducing new and improved pedestrian crossing facilities
- improving cycling facilities in both directions
- providing dedicated cycle and motorcycle parking facilities within laybys
- relaying all footways with flag paving
- resurfacing all road surfaces to benefit all road users
- removing redundant street furniture, reducing street clutter and providing planters to create a more attractive environment
- relocating domestic waste bins into dedicated road space

6) The Deferred Measures

The Deferred Measures relate to the following sections of Leith Walk¹³:

- north of Pilrig Street
- between Jane Street and Casselbank Street

The location of existing waiting, loading and parking facilities has been reviewed and a number of changes are proposed within the Deferred Measures. No changes are proposed to the Pre-Tram Measures for maximum stay and no return period restrictions and the operating hours which apply to the parking and loading bays.

The Council appreciates that it is essential for businesses, customers and residents to have access to parking and loading facilities, and has sought to ensure that these are provided at

¹² Document 11: Leith Programme Design Principles

¹³ Document 13: Plans of Pre-Tram Measures, Deferred Measures as Originally Advertised and Proposed Amendments to Deferred Measures

the most suitable locations to meet local demand.

Nevertheless, it is not reasonable nor appropriate to prolong the current situation in which enforcement is not being pursued, as explained above. The Council understands the views of local businesses and their operational requirements for parking. However, no roads authority can provide private, dedicated, unregulated parking on the public road which is there to facilitate the public right of passage for the greater good of the local community.

7) Statement of Reasons

The Council's reasons for making the TRO are set out in the Statement of Reasons¹⁴.

8) Objections in Relation to the Deferred Measures

Consultation was carried out between 29 November 2013 and 6 January 2014 as part of the statutory process for the TRO. This gave any interested parties the opportunity to submit formally any comments or objections to the Council.

The main issues raised by objectors were:

- a. loss of parking provision
- b. loss of loading/unloading facilities

Concerns were raised by businesses located in the following localised areas on the northbound side of Leith Walk:

- north of Pilrig Street
- between Jane Street and Casselbank Street

After considering the objections raised about a loss of parking and loading facilities at these locations, the layouts were reviewed and the Council proposed the following amendments.

North of Pilrig Street

In the area north of Pilrig Street, it is proposed to relocate a loading bay. This is possible without significantly compromising the scheme's design principles.

The Council does not accept the proposal to provide double red-line waiting restrictions at the access to a pend. These restrictions would result in fewer parking bays at this location.

Jane Street to Casselbank Street

In the area between Jane Street and Casselbank Street, a new parking bay outside Nos 80-98 Leith Walk with capacity for six cars would be added to the proposals.

The Pre-Tram Measures provided a parking bay for 10 vehicles at this location, and the Deferred Measures propose six parking spaces and two loading spaces. This results in a net loss of four parking spaces within this area, but a gain of two loading spaces. The Council maintains that this is an appropriate balance of uses.

Two objections at this location relate wholly or partly to the possibility of buses queuing back from the proposed bus stop. This bus stop has already been approved and forms part of the Current Measures.

¹⁴ Document 3: Statement of Reasons

Council officers considered the objections carefully but maintain their recommendation that the Deferred Measures should be implemented, as proposed in the Council's response to the objectors.

The Council provided a detailed response to each objector on this basis.

9) Witnesses

The Council will be represented at the public hearing by

Ann Faulds, Partner, CMS Law

Andrew Easson, Projects Development Manager, The City of Edinburgh Council

10) Supporting Documents:

Appendix 1 contains a list of the documents in support of the Council's evidence.

APPENDIX 1

1. The Order (TRO/13/51), as advertised
2. The relevant Plans
3. Statement of Reasons
4. Advertisement placed in *The Scotsman* newspaper on 29 November 2013
5. Copies of all correspondence received during the public notification period and relevant to the Deferred Measures
6. Copies of the reply or replies sent to each objector to the Deferred Measures
7. Reports to Council Committee:
 - 7.1. Transport and Environment Committee, on 18 March 2014
 - 7.2. Transport and Environment Committee, on 19 March 2013
 - 7.3. Finance and Resources Committee, on 31 July 2012
 - 7.4. Transport, Infrastructure and Environment Committee, on 29 November 2011
 - 7.5. City of Edinburgh (Full) Council, on 2 September 2011
8. Letter to objectors to Deferred Measures on 24 April 2014 advising of Transport and Environment Committee decision and referral to hearing.
9. City of Edinburgh Council Local Transport Strategy 2014-2019, available to view online at http://www.edinburgh.gov.uk/info/20184/roads_and_transport/341/transport_policy
10. Designing Streets (Transport Scotland), available to view online at <http://www.scotland.gov.uk/Publications/2010/03/22120652/0>
11. Leith Programme Design Principles
12. Letter from City of Edinburgh Council to Scottish Government (Directorate for Planning and Environmental Appeals) on 31 March 2014 requesting Hearing
13. Additional drawings – Plans of Pre-Tram Measures, Deferred Measures as Originally Advertised and Proposed Amendments to Deferred Measures

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Proposed Priority Parking – Murrayfield Area, Edinburgh

Item number	7.9
Report number	
Executive/routine	Executive
Wards	6 – Corstorphine/Murrayfield

Executive summary

At its meeting of 29 October 2013, the Transport and Environment Committee considered a report on the progress of Priority Parking schemes across the city.

That report considered the results of the informal consultation process into Priority Parking in Murrayfield, and recommended the commencement of the legal process to introduce a Priority Parking scheme for Murrayfield, but only in those areas where there had been support for the scheme.

The draft order detailing the extent of the scheme was advertised in June 2014, at which point those interested in the scheme were invited to make their views known to the Council.

This report details the results of that consultation and considers the various points made within the received representations. The report further recommends proceeding to make the order and to implement Priority Parking, on a phased basis, in the Murrayfield Area.

Links

Coalition pledges

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

Single Outcome Agreement [SO4](#)

Proposed Priority Parking – Murrayfield Area, Edinburgh

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 sets aside the objections to the traffic regulation order and approves the making of the traffic order as advertised; and
 - 1.1.3 approves the phased implementation of the Murrayfield Priority Parking Area.

Background

- 2.1 At its meeting of 29 October 2013, the Transport and Environment Committee considered a report providing an update on the progress of ten separate Priority Parking proposals across the city, including Murrayfield.
- 2.2 As one of the first areas to the west of the city centre without parking restrictions, Murrayfield is subject not only to commuter parking related to the city centre, but also to parking from nearby businesses. Following representations from both local residents and the local ward Councillors, Murrayfield was included within the list of areas to be considered for Priority Parking.
- 2.3 An initial consultation with residents, designed to determine whether Priority Parking would be supported, was carried out in March and April 2013. While that exercise showed little support from those parts of the area closest to Ravelston Dykes, support increased significantly in those streets closest to the Glasgow Road. Following discussions with the ward Councillors it was decided to proceed with a Priority Parking scheme that covered only the areas where it could be shown that there was support for parking controls. It was this intention that was reported to Committee as part of 29 October 2013 report.
- 2.4 The initial stages of the legal process to introduce Priority Parking to the revised Murrayfield area began in the autumn of 2013, with the formal consultation taking place in June 2014. This report considers the content of the representations received as a result of that formal consultation and recommends a course of action that reflects the views of those who responded.

Main report

- 3.1 The legal process required to bring into being any traffic order involves several different stages, two of which involve consultative exercises. It is the second stage of consultation where the Council is required to seek the views of the general public. It is at this point in the legal process that the draft traffic order is formally advertised, allowing those who may either be affected by the order, or those who are interested in its' effects, to view and comment upon or object to the full detail of what is proposed.
- 3.2 According to the legislation, local authorities are simply required to consider objections to the draft order. However, rather than seeking only objections, it is normal practice to invite supportive responses from residents when considering permit parking schemes. In doing so, such consultations now encourage both sides to have their say, giving the Council clearer indications of public opinion on the proposals.
- 3.3 The draft order for the Murrayfield Priority Parking scheme was advertised in June 2014. In accordance with the applicable legislation, notices were placed on-street, adverts placed in the local press and copies of all of the relevant documents were placed at the reception in the City Chambers, so that any interested parties could view them.
- 3.4 In addition to the legislative requirements, electronic copies of all of the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, TellMeScotland.gov.uk. A letter explaining the process and how to make views known to the Council was also delivered to every property within the area affected by the draft order, thereby ensuring that residents and businesses were made aware of the consultation process.
- 3.5 At the end of the twenty one day consultation period the Council had received a total of 278 responses. Of those 186 (67%) indicated that they broadly supported the idea of Priority Parking, while 79 (28%) indicated their opposition to the scheme. A further 14 responses (5%) made comments regarding the proposals which could be classed as neither supporting of nor opposing the proposal. With a total of 700 properties in the area being considered, this represents a significant level of response to a consultation on Priority Parking.

- 3.6 Those in favour of Priority Parking cite difficulties in finding parking places close to their homes as a result of non-residential parking as the main reason for their support. It is apparent from the responses that commuter parking is one cause of those difficulties, alongside local garages and vehicle hire companies in the area who appear to use the surrounding streets as free parking for their vehicles. These uses place additional pressure upon space in an area in which few properties have access to off-street parking. With the majority of residents having no option but to park on-street, access to parking places can be extremely limited.
- 3.7 The opposition that exists is most apparent in streets, or parts of streets, furthest from the Glasgow Road. Many of those opposed to Priority Parking object on the grounds that they consider that the measures are unnecessary, or that they will provide no benefit (57 instances). There is little doubt that parking pressures reduce away from the Glasgow Road and that the comments made by those residents are entirely valid. However, there is equally little doubt that much of the Murrayfield area is subject to parking pressures. Priority Parking represents an effective, and proven, means of managing demand for space and addressing parking pressures.
- 3.8 The topics which elicited the greatest number of responses, and which are directly related to Priority Parking, are indicated and discussed below:

Displacement

- 3.9 The issue of displacement featured in 40 responses, with respondents concerned that Priority Parking would merely move parking problems elsewhere.

For displacement to other areas to occur, the area covered by Priority Parking must have reached its capacity and/or that there are other, more attractive alternatives to finding a space outwith the Priority Parking Area. In choosing area boundaries it is imperative that there is unused space in each Priority Parking Area to accommodate any redistribution of parking that might occur. The area covered by the proposed Murrayfield Priority Parking scheme includes streets with the capacity to allow that redistribution.

The method of implementation adopted is also designed to minimise the potential for migration. An initial phase of implementation, based on consultation responses, will typically introduce no more than 50% of the total parking provision. Subsequent monitoring of permit uptake and bay usage will determine where, and to what extent, further parking provision is required. Experience of implementing other Priority Parking schemes has shown that this approach has been successful in delivering schemes that meet the needs of those who want to use them, without moving parking pressures to new areas.

Priority Parking is designed and implemented to reduce the potential for migration outwith the Priority Parking area. It is, however, accepted that parking within Priority Parking areas will become more evenly distributed. As a result, some less busy streets within the area may experience some increase in parking.

Phasing

- 3.10 Sixty nine responses indicated that they wished to see all of the proposed phases introduced together, or expressed concern at the levels of priority parking proposed in the first phase.

The aim of the phased approach is to ensure that we provide the right number of spaces in the correct locations. A single implementation of all spaces would ignore locations where there was less support and could result in an overprovision of space and a subsequent displacement of non-residential parking to other streets and other areas. Phasing allows the Council to get the balance right, providing spaces where they are needed and supported. It also helps to ensure that Priority Parking meets its aims of addressing parking pressures without impacting on other areas. However, the proposed extent of the first phase of implementation will be reassessed in light of the recent consultation in order to ensure that parking provision reflects the consultation results. The overall aim will be to provide sufficient space for every resident who needs to park on-street during the day and chooses to obtain a permit.

Hours of Operation

- 3.11 Forty two responses indicated concern related to the proposed hours of operation, or the length of time proposed to be controlled. There is additional concern that some users might be able to work around the controlled period by returning to move their vehicle.

The purpose of Priority Parking is to prevent long-stay parking, such as; commuter, holiday maker or other non-residents from parking without restriction in residential areas. A short controlled period of time, once a day, effectively requires such parking to occur outwith the controlled spaces, regardless of when that period of control occurs. This creates parking opportunities for residents that did not previously exist. To achieve this aim, it is not necessary to control the parking places for an extended period of time or to have more than one period of control. Priority Parking successfully operates under this same model in five other areas, with a further three areas having been introduced in November 2014. Experience in the existing Priority Parking areas indicates that the incidence of motorists returning to move their vehicle is either non-existent or very low. With unrestricted spaces freely available, it is anticipated that non-residential parking will take place in these areas.

Cost

- 3.12 Forty nine responses cited cost as a reason for objection, in terms of payment for permits, cost of implementation or the relationship between permit prices and vehicle emissions.

It has always been the case that those who benefit from resident's permit schemes are expected to contribute towards their operation. Priority Parking has been designed as a low cost solution to parking pressures, with permit prices that reflect the hours of enforcement. While the cost of permits does contribute towards the costs incurred by the Council, the operation of the permit scheme is heavily subsidised from other income streams. Priority Parking is also low cost in terms of the cost of implementation, with schemes typically costing under £25,000. This compares favourably against the introduction of full Controlled Parking Zone control, where costs have historically been significantly higher. In terms of linking permit prices to emissions, the Council decided that, in order to encourage residents to consider their choice of vehicle, that permit prices should reflect the impact that vehicles have on the environment.

- 3.13 Full details of the all of the responses received and an appraisal of their content can be found in Appendix 1 to this report. Appendix 2 indicates the origin of each of the responses received.

Conclusion

- 3.14 It is readily apparent that the majority of support for Priority Parking is from those living closest to the Glasgow Road, where the pressures created by commuter and business parking are most prevalent. There is significantly less support from those properties further away from Glasgow Road. Even though parking surveys confirm that parking pressures lessen in severity away from the Glasgow Road, it would simply not be possible to restrict Priority Parking to one part of the Murrayfield, as parking pressures would simply migrate to other streets within the area.
- 3.15 Priority Parking does, however, afford the opportunity to match on-street provision within a first phase of implementation to the level of support from residents. Through careful monitoring of permit uptake, parking usage and parking pressures, the subsequent phases of implementation can be used to ensure that the right balance of controlled and uncontrolled parking is achieved.
- 3.16 This in-built flexibility in the way that Priority Parking is implemented also means that it is possible to tailor the parking on-street with the actual demand.

- 3.17 On the basis of the level of support for Priority Parking in the consultation it is recommended that the Council proceeds with implementation. However, in light of comments received about the level of Priority Parking provision in the first phase and to mitigate the risk of parking pressures being displaced to other areas, it is proposed to review the number and location of parking places in Phase 1. It is anticipated that the number of spaces and the size of the area to be included in Phase 1 will increase. The aim of this exercise will be to ensure that the scheme meets the needs and expectations of those residents who have shown their support for Priority Parking in their area.
- 3.18 It remains the case that Priority Parking is proving to be an effective parking management tool and that experience elsewhere suggests that it is not only improving parking conditions for residents, but that it is also proving effective at containing parking pressures within the affected areas.
- 3.19 With phasing of implementation remaining a key element in ensuring that the right level of parking provision is delivered in the right locations it is imperative that this method of implementation continue to be the standard approach.

Measures of success

- 4.1 Improved availability of parking for residents, visitors and businesses in the area.
- 4.2 An improved quality of life for those living within the Murrayfield area.
- 4.3 Better management of where non-residential parking can take place.

Financial impact

- 5.1 The costs associated with the introduction of Priority Parking places within the Murrayfield area will be met from within existing Parking Operations budgets.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the Council's Public Sector Duty in respect of the Equalities Act 2010 and there are no negative equalities impacts arising from this report.

- 7.2 It is anticipated that the introduction of Priority Parking will improve accessibility for residents, businesses and visitors to the area and that this will provide enhancements in terms of Individual, Family and Social Life, Age and Disability by helping people to park closer to their destinations or their homes.
- 7.3 Priority Parking, as a means of improving accessibility for residents and visitors to areas otherwise blighted by non-residential parking, will assist residents to participate in public life. As a scheme which improves access for all residents and visitors, Priority Parking will help to minimise the disadvantage for people with mobility difficulties or those with children. Priority Parking ensures that there is an equality of opportunity for all residents.

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 proposals in this report are not expected to impact on carbon emissions;
 - The proposals in this report are not expected to impact on the city's resilience to climate change impacts; and
 - The proposals in this report are not expected to impact on social justice, economic wellbeing or the city's environmental good stewardship.
- 8.2 It is possible that some of the proposals that might evolve out of the investigative work outlined in this report could have beneficial impacts on carbon emissions. These will be considered in greater detail when the detailed proposals are reported to Committee.

Consultation and engagement

- 9.1 The proposals contained within this report have been brought forward following consideration of the results of an informal consultation with residents and businesses within the Murrayfield area and discussions with the local elected members for the Corstorphine/Murrayfield ward.
- 9.2 This report contains the results of a further consultation, carried out in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 in relation to a traffic order promoted under the terms of the Road Traffic Regulation Act 1984. This consultation consisted of the legislative requirements related to the advertisement of the proposals, but also included placement of the proposal details on the Council's website, on www.tellmesotland.gov.uk and the delivery of a letter explaining the consultative process to every address within the area affected by the proposal.

9.3 The views of the elected members for the Murrayfield Ward on the results of the latest consultation were sought in the preparation of this report. The responses received indicated that the report and its recommendations provided positive news on a proposal with high levels of local interest. All of the ward members indicated that they were supportive of the intention to proceed to implement the scheme.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

Contact: Andrew MacKay, Traffic Orders and Project Development Officer

E-mail: a.mackay@edinburgh.gov.uk | Tel: 0131 469 3577

Links

Coalition pledges	Maintaining and enhancing the quality of life in Edinburgh.
Council outcomes	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO24 – The Council communicates effectively internally and externally and has an excellent reputation for customer care. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Murrayfield Formal Consultation Responses Appendix 2 – Murrayfield Formal Consultation – Responses by Street

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Causes of issues	Commuter parking problems	108	The main aim of Priority Parking is to help residents park closer to their homes during the day. By introducing a part-time residents' permit scheme with parking places which operate for 90 minutes during the day, it is intended to give permit holders priority over all-day and commuter parking in their area. Even controlling spaces for a short period will have the effect of preventing motorists from leaving their vehicle in the parking places all day.
	Car dealership problems - suggested between 10-26 vehicles park on-street each day	60	
	Airport parkers	55	
	Long-term parking problems from holiday makers	43	
	Business and commercial vehicles park in the area	16	
	Cannot park close to the house when I have young children and groceries to carry	14	
	Problems created by people visiting the church	11	
	Problems caused by school staff parking	5	
	Congestion from trade vehicles	3	
	People use the area as a permanent parking solution for their cars and then swap them for another	3	
	Wedding or funeral vehicles unable to park outside the church in Abinger Gardens	2	
	Cannot park near or within 200m of my home	2	
	Parking is difficult in the evening and at weekends to	2	
	Too many resident's cars to allow people to park outside their homes, the scheme will have no effect	2	
	Abinger Gardens used as a Park and Ride by commuters	2	
Parking opportunities are very limited in this street	1		
Often unable to park in Murrayfield Gardens as people use it as a P&R	1		
Abinger Gardens worse street affected as it's closest to main road.	1		
Phased approach	Introduce phase 1 and phase 2 at same time, it will take longer and cost more to do so separately	69	The phasing in the initial plan was largely indicative. The actual phasing will reflect the results of the consultation. More parking places can be included in phase 1 where there is greater support for them. The aim is to closely match the number of permits purchased to available spaces and a second phase, a couple of weeks after implementation, may be required to ensure this. The costs are the same whether the work is completed in one or two phases.
	There is no guarantee that there is the desire, commitment or funding to implement the second phase	2	
	Murrayfield Gardens, Phase 1, has Priority Spaces adjacent to 19 houses which is a very low percentage of the total and well below the overall 55% support in the preliminary Consultation. On the other hand, Phase 2 is shown as having almost 100% of the kerbline	2	
	Extend phase 1 to our house	1	
	Include Coltbridge Terrace in phase 1	1	
	The proposed scale of phase 1 is laughable	1	
The first phase does not provide enough space so we will have to tour the neighbourhood looking for somewhere to park.	1		

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Approach	Can unrestricted spaces be kept further away from the A8 to make them unpopular with non-residents and can a time limit be put on these places?	23	Parking places would be introduced where they will be used by residents and many will likely be near Corstorphine Road where the support is. The rest of the kerbside space will remain unrestricted without a time limit.
Cause	Rugby International problems Problems during Hearts football matches.	18 3	Temporary traffic restrictions ensure public safety during such events.
Displacement	Displacement to other areas Parking controls will merely move problems somewhere else Concerned about displacement to the north of Murrayfield Drive Restrictions will move problems further west If priority parking is put into Murrayfield Avenue and Gardens this will affect Murrayfield Drive. Every time restrictions are introduced, motorists find the next unrestricted area, nearest the City Centre. Worried about displacement into Stair Park Kingsburgh Road has no parking problems but phase 1 will displace problems from other streets The proposals would make Campbell Avenue an obvious target for further commuter parking Increased parking on the kerbside would increase the danger in Campbell Avenue as it's a rat run Proposals will increase vehicles parking in Campbell Avenue Proposals will force park and riders to use streets outside of the Priority Parking area If restrictions cause migration to Coltbridge Gardens then appropriate measures should be introduced.	21 3 3 2 2 1 1 1 1 1 1 1 1	The aim of Priority Parking is to prevent the migration of parking problems to other areas. Priority Parking works in areas with some spare capacity so that pressures are spread more evenly throughout the area by managing some of the available kerbside space. A phased approach would also help to ensure that we get the balance of controlled to uncontrolled spaces right which reduces the potential displacement of problems to other areas.
West Coates	The Council triggered congestion and the current requests by introducing controls in West Coates Difficult to understand why West Coates is a Controlled Parking Zone (CPZ) with few parked residents while Murrayfield has virtually no off-street parking does not have had this option. Why is this? Remove Wester Coates restrictions to alleviate some pressure on Murrayfield From a revenue perspective putting meters in Wester Coates was disastrous for EDC – as these streets are now empty! Introduce nine hour parking places in Wester Coates to reduce the pressure on our streets.	14 5 4 1 1	West Coates suffered from commuter parking problems and was included in the CPZ. Problems have moved and Priority Parking aims to tackle this. The CPZ was not financial and prior to its introduction parking was free. There are 9 hour parking places in Wester Coates Road.

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Causes	<p>Unrestricted parking on both sides of Abinger Gardens causes residents some distress when considering access for emergency service vehicles</p> <p>The Council has a statutory duty to shape local services as part of the Police and Fire Reform (Scotland) Act 2012. You must ensure adequate parking provision to reduce its impact on response times. I expect you will be conducting and publishing a risk assessment for Abinger Gardens as part of the consultation process. This should take into account time required for getting a 3.7 metre wide fire appliance and other emergency services vehicles to Abinger Gardens during normal working hours and also considers the ease of movement within the area for the emergency services to carry out their duties.</p> <p>Remove parking from opposite 2-4 Murrayfield Gardens as the road is too narrow when cars are parked on both sides for emergency service vehicles to pass. It is also a busy school crossing point.</p>	<p>8</p> <p>1</p> <p>1</p>	<p>Managing response times is generally the responsibility of the Scottish Fire and Rescue Service. The Council works closely with the emergency services to ensure that access is maintained around the city. As a statutory consultee, the SFRS is consulted on each TRO proposed and in this case no negative comments were received from them.</p>
Costs	<p>Don't want to pay for me, visitors or trades people to park outside my home</p> <p>Unreasonable to ask residents to pay to park outside their homes, permits should be free</p> <p>It is unfair to pay for visitors to park when they don't have a problem either</p> <p>Charging for parking in our residential area is immoral and unnecessary</p> <p>I feel that as a tax payer I already pay sufficiently for parking</p> <p>The price for a parking permit is excessive even at £30</p> <p>The permit price is too high at £82 a year, there should be a max price of £30 per year for pensioners</p> <p>Permits should be free to residents. The Council will make money by issuing parking tickets so none of the costs of introducing this should be born by the residents.</p> <p>Permit fees should be set so that they meet the costs of running the zone over the longer term. They should not be an excuse for Edinburgh Council to collect more revenue to meet shortfalls elsewhere. It is possible that many residents who reject the proposal do so because they do not trust Edinburgh Council to act in the best interests of the people who actually elect them.</p> <p>All households on the street should be given a small number of free parking vouchers each year.</p>	<p>8</p> <p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>Parking places would only be introduced where there is support and where they will be used. Other areas would remain unrestricted and can be used by any motorist. The Council covers implementation costs but residents would be asked to contribute towards running costs. Permit income doesn't cover all the running costs so prices would need to increase significantly to do so, permits are not priced to collect revenue. Prices range from £10 to £82 (for a high polluting second car in a household) per year, but the average permit price is expected to be around £30.</p>
Cleansing	<p>Parking on south of Abinger Gardens prevents street cleaning and contributes to flooding</p> <p>Lack of weeding, leave clearing & drain unblocking in area</p> <p>Difficult for refuse collection vehicles to access Upper Coltbridge Terrace.</p>	<p>7</p> <p>1</p> <p>1</p>	<p>Temporary restrictions can be used for street cleaning. We have not received any complaints from Waste Services regarding lack of access in this area.</p>

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Approach	<p>The scheme doesn't go far enough and the hours should be extended</p> <p>Include a morning period</p> <p>Hours of control are insufficient</p> <p>Change restrictions to 12 to 2 or 3pm to prevent part-time commuters and shoppers having free parking</p> <p>To get the full benefit of Priority Parking the controlled period should be 11am to 2pm</p> <p>The restricted times are too limited - two periods of control</p> <p>Extend controlled period from 10am to 3pm between Mon-Sat</p> <p>Wants an afternoon period of control</p> <p>Change restricted period to 12 to 2pm</p> <p>Restricting parking between 1.30 to 3pm just seems silly</p> <p>Extend controlled period from 1.30 to 4pm</p> <p>The times will not deter short-term parkers and 1.30 to 3.00pm will have no impact on school pick-up</p> <p>Extend the restricted period until 5pm to cover school parking</p> <p>Limited controlled period will be of little benefit to residents</p> <p>If a CPZ can't be introduced then the controlled period must be in the morning 10 to 11.30am</p> <p>Extend proposals along all of Kingsburgh Road (particularly at crossroads with Ormidale Terrace) and extend from 9 to 11am and 4 to 6pm, similar to bus lanes</p> <p>Bring forward hours of control to 10 to 11.30am</p> <p>Make the controlled period all-day.</p>	<p>7</p> <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>The proposed operating times cannot be changed once a TRO has been advertised. To make such changes it would be necessary to start a new TRO process. However, it is evident that there are differing views on what the optimal time period should be. It is considered that one controlled period, at any time of the day will have the same impact on all-day and commuter parking as a longer period of control or multiple phases would have.</p>
Impact	<p>Parking restrictions result in more signs to the detriment of the existing street scape</p> <p>I seek assurances that the area will not become a forest of poles such as the Orchard Road scheme. There are sufficient lamp posts to put parking signs on</p> <p>Our houses are C listed yet it is proposed that poles and machines will be put in</p> <p>Seen the effect of restricted parking in Orchard Brae and signs and markings are out of proportion of the benefits. Detract from area's character</p> <p>Proposals will have a negative impact on suburban environment and amenity.</p>	<p>7</p> <p>2</p> <p>2</p> <p>1</p> <p>1</p>	<p>Orchard Brae is in the CPZ. In Priority Parking all the kerbside space doesn't need to be controlled and the number of new signs and poles will be minimised. Existing street furniture will be used where possible and we will seek permission from residents to attach signs to their property. No ticket machines will be introduced.</p>
Traffic	<p>Rat running on Abinger Gardens</p> <p>Damage to vehicles caused by through traffic and vehicles parking on both sides</p> <p>Stop lorries rat running in Succoth Gardens especially during school times.</p>	<p>6</p> <p>5</p> <p>5</p>	<p>Overall traffic management is outwith the scope of these proposals but this will be reported to the Local Roads Office.</p>

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Coltbridge Terr	Problems driving along Coltbridge Terrace create a passing place with double yellow lines Make Coltbridge Terrace one-way north bound, there are no passing places.	6 5	Driveways can act as passing places but making it easier to drive along the street may encourage more traffic to use it or at greater speeds. This will be reported to Local Roads Office.
	Introduce parking places on north side of Coltbridge Terrace to allow more space for vehicles to pass.	4	
Controlled Parking Zone	CPZ to remove all parked cars from the area. CPZ would be preferable Extend the time from 8 to 5.30pm, Monday to Saturday. Control the whole area for two hours per day. Introduce more parking places by restricting the entire street. The area including Garscube Terrace, Coltbridge Terrace, Henderland Road, Murrayfield Avenue and Succoth Place should have similar controls to Wester Coates. This is a first step towards introducing full residents parking, which the council needs to generate income after the overspend of the tram project.	5 4 4 2 2 1 1	CPZs are expensive to introduce and operate. On this basis, the Council has decided that there should be no further CPZ introduced. However, Priority Parking is a low-cost solution to address residents' concerns and help them park closer to their homes during the day. There are no plans to replace Priority Parking areas with CPZ and this is not related to the Tram.
Costs	It seems another way for the Council to make money after Tram shortfall Unnecessary expense for the Council and residents Waste of money Cost and hassle of having permits Tax payer will carry a further burden from Attendants, lines and administration - the cost of the trams is enough.	5 2 2 2 1	This proposal is not linked to the Tram project and a clear majority of residents who responded to the consultation are in favour of the scheme. The price of permits is lower than in the CPZ and the application process is relatively straight forward.
Cause	Difficult to exit my driveway.	4	Priority Parking is not designed to improve access but parts of the scheme may help.
Abinger Gardens	Abinger Gardens should be treated as a special case Wants no parking on south side of Abinger Gardens and full CPZ on north Road safety concern when parents have to park on garden side of Abinger Gardens Introduce both phases in Abinger Gardens at once All of the north side of Abinger Gardens should be controlled along with parts of the south side A better solution for Abinger Gardens is a full permit restriction for residents only. It will be enforced, cost the council less and result in increased revenues from permits.	5 4 1 1 1 1	The results of the public consultation in each street will be considered on its own merits. There are no plans to extend the CPZ. There are no plans to remove parking entirely from one side as this would move pressures elsewhere. The aim is to provide enough spaces for residents who need and want to park on the street during the day.

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Impact	There would not be any real benefit of controls for residents.	4	A majority of respondents support the controls and believe they will benefit them.
	Priority parking will encourage others to create driveways, changing the character of the street and impacting on property prices More driveways will increase the danger of flooding.	4 1	Priority Parking is a much cheaper alternative to help residents park near their homes than introducing a driveway. Those who do not want to participate in the scheme can park in unrestricted areas.
Consultation	I don't think 13 residents constitutes a majority. The figures indicate that too many people are against this to go ahead. The opinions of a hundred or so residents, where many thousands live, would not in my opinion constitute a valid basis for proceeding further. Does 'informal consultation' not mean that no action can take place until a 'formal' notice has been approved for action to be taken? I do not understand how Committee approved the start of the legal process before the formal consultation took place. Only 11% of residents indicated they agree with Priority Parking. Surely you need to be certain for the sake of the other 89%. The vote in the informal consultation was close, 135 to 122. This does not represent a clear and unequivocal majority justifying your decision to impose restrictions. The decision to proceed with a second consultation is wrong as you have skewed the numbers to enable you to proceed.	4 1 1 1 1	Each resident had the opportunity to participate in the informal consultation and the Council made the decision based on the responses we received. 13 more residents supported the proposals than opposed them and this constitutes a valid majority. This number included all the responses and the margin in favour increased when the north-west area was removed from the proposals, as many of these residents opposed the introduction of controls. The results of the formal consultation will determine whether the scheme proceeds or not.
Visitor	Important that visitors can park without restriction.	3	Visitors could park in unrestricted areas free of charge or with visitors' permits.
Detail	Objects to free area around my house.	3	Parking places could be added through a separate TRO process. However, available places within the current TRO would be introduced first, if required.
Cause	Residents' overnight parking close to saturation Solving weekend and over night problems will require seven day restrictions and two time bands, for example 8 to 10am and 4 to 6pm.	3 1	There may be more residents' vehicles over night than can be accommodated but it is not the aim of Priority Parking to address this.

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Type	Objections / Comments	Incidence	Response
Method	I'm not paying for a permit which may aggravate the current position.	3	Unrestricted areas would remain so that residents do not have to buy a permit if they choose not to.
Detail	<p>The area outside the church should not be for their exclusive use but should be Priority parking</p> <p>Pay-and-display outside the Church was never mentioned before but it should have been. There must be a public meeting on this and the failure to include it leaves this process open to legal challenge.</p> <p>A cynic might suggest that public parking outside the church greatly benefits their commercial activities</p> <p>It surely cannot be part of the Council's plan to facilitate the commercial activities of the church at the expense of residents who are both electors and Council Tax payers?</p> <p>The street can get busy during the day, but this is due to events at the Church. This is mostly mothers with young children or frail people with dementia who would be adversely affected by having to park far away from the Hall. This serves an important social need and many volunteers are elderly and come by car. We are concerned Priority Parking would adversely affect social and community events.</p> <p>The church provides health clinics for babies, imagine new Mums having to find a space and money for it then getting the wee ones to the clinic. There are clubs supporting pensioners which need free parking.</p>	<p>3</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>There is a separate process ongoing to introduce limited waiting parking which is free of charge near the church. The limited waiting places could be used by anyone visiting the area and are not for the sole use of church visitors. Preventing commuters from parking outside the church could provide better parking opportunities for such users and also remove their impact on parking outside of residents' homes. Parking is provided for visitors outside many other public buildings in the city centre.</p>
Causes	<p>Proposals will increase the volume of traffic and they ignore speed safety</p> <p>Road safety in Abinger Gardens. It's a family street with young children and safety is compromised by traffic, parking on both sides and rat runners. Generally cars drive too fast, often damaging cars.</p> <p>The 20mph speed limit in Murrayfield Avenue is ignored by vehicles coming from Corstorphine Road.</p> <p>Elderly, school children and dog walkers cross here and I'm amazed there hasn't been an accident. The lollypop lady only works restricted hours. I've written to the Council several times but received no reply.</p> <p>The junction needs a stop sign and a traffic officer to enforce. Children are scared to cross the road.</p> <p>Cars travel very quickly on Coltbridge Avenue - sleeping policemen are needed to slow traffic down</p> <p>Parking in Succoth Gardens makes traffic obey the 20 mph limit. Your proposals will turn our streets into a highway like Ravelston Dykes.</p> <p>Motorists will be confused about where to park and will drive off again at speed.</p> <p>If the south of Murrayfield Drive has fewer parked cars, traffic speed will increase.</p>	<p>3</p> <p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>The main aim of Priority Parking is to address commuter parking concerns. It does not propose to remove all parking from the area but to manage it better and provide more parking opportunities for residents. It is recognised that parked cars can help to reduce traffic speeds and road markings may add to this effect. Enforcement of speed limits is a matter for Police Scotland and the Council is considering a city-wide 20mph area.</p>
Signs	Not suitable for HGV sign ignored for Coltbridge Terrace.	2	This is an advisory sign for HGV drivers and the Council have no powers to enforce it.

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Type	Objections / Comments	Incidence	Response
White lines	<p>The road markings in Garscube Terrace are in a poor state of repair. The markings outside property entrances and driveways are not visible at all and need redone.</p> <p>Vehicles park accross driveways as there are no white access protection markings, repaint them and introduce signs.</p> <p>I have a drive in Coltbridge Terrace. However, when cars park on either side and across the road, it's very difficult to access. People are ignorant of the legal requirement that the body of the car should not cross the reserved area – they think it applies to the wheels (I realise that white lines are very dubious legally). I hope more generous “white lines” are applied.</p>	2 2 2	<p>Access Protection Markings (APM) are not part of the Priority Parking proposals. Such requests should be made to the Local Roads Team. To comply with legislation APMs should extend no more than 1m beyond the dropped kerb and there are no prescribed signs which the Council can use in such circumstances.</p>
Speed	<p>The sharp bend at the top of Murrayfield Avenue is often approached too fast by vehicles travelling to Roseburn. The problem is worse when vehicles are parked on the north-east corner. Introduce double yellow lines around the corner and a SLOW sign on the approach.</p> <p>Speed Humps</p>	2 2	<p>Murrayfield Avenue and Succoth Gardens have speed humps near this junction. Double yellow lines may increase vehicle speed as drivers could see round the bend better. However, the Council is proposing a city wide 20mph area which does not include physical calming measures.</p>
Other	<p>There is a vehicle with a large storage trailer permanently parked in Garscube Terrace.</p>	2	<p>The Council has no powers to remove correctly taxed and road worthy vehicles from the road.</p>
Impact	<p>Daytime commuters will park in Priority spaces if they can organize their affairs so that they will not be in such spaces between 1.30pm and 3.00pm and will put pressure on residents during the unrestricted period especially the mornings when pressure is greatest.</p>	2	<p>It is likely that commuters would park in unrestricted areas leaving the parking places available for residents.</p>
Cause	<p>Double parking problems.</p>	2	<p>The Council has no powers to tackle double parking. This should be reported to Police Scotland.</p>
Consultation	<p>Your Statement of Reasons states this scheme is only valid for the Priestfield Area. I request the termination of the formal consultation. Your start and completion dates need revised and you should notify everyone of this. It affects the validity of the Order otherwise it looks as if you made the whole result up.</p>	2	<p>This was a clerical error. The draft Order and map indicated this regarded the Murrayfield area. It does not suggest the results were incorrect.</p>

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Type	Objections / Comments	Incidence	Response
Approach	The scheme adds unnecessary complexity without any discernible benefits to residents.	2	The scheme is straight forward and aims to help residents park closer to their homes during the day.
Costs	<p>Already pay a penalty through road tax there is no justification for extra sums when parking is zero emission.</p> <p>Pricing based on CO2 emissions is iniquitous. If the objective is to reduce vehicle emissions this is already covered by vehicle excise duty.</p> <p>Disagree with permit fees linked to CO2. Cars mainly take up the same amount of space. A parked car emits no CO2. A low emission car with high mileage will produce more CO2 than a low mileage car with higher emissions. This doesn't take into account the manufacturing process emissions. If your aim is to decrease car use, the incentive is already targeted by high fuel taxes which directly correlate to use.</p> <p>Variable permit charges have no correlation with use. This looks like a tax raising exercise.</p> <p>It is not the responsibility of Edinburgh council to tax car owners on emissions. That is the role of the UK government through the DVLA. Car owners are already taxed based on emissions, it is unnecessary and greedy to tax them again. If we must pay for permits please make them affordable.</p> <p>It is discriminatory and unfair, you are charging people who bought cars before parking restrictions are implemented and have no choice of whether they are imposed or not. Why should some residents of Edinburgh be taxed and others not? It is especially unfair when you consider that we pay the highest council tax in Edinburgh.</p> <p>I object that permit cost is based on CO2 emissions – this is discrimination to users of expensive cars who live in expensive houses – not fair at all.</p>	<p>2</p> <p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>Permit prices are not linked to vehicle excise duty. The Council can introduce a charging structure based on CO2 emissions to pursue local policies such as to encourage the use of more environmentally friendly vehicles, ensure residents consider their personal travel options and improve local air quality. When the proposals were introduced they were cost neutral and the average price of a Priority Parking permit is expected to be around £30 per year. This is more affordable than a CPZ permit would be. Motorists may have purchased their vehicle before the effects of climate change were recognised, but it is not discriminatory to question the continued use of such vehicles in the city.</p>
Costs	I have an older car with a large engine and permit charges puts a penalty on me when I drive less than others and this is never taken into consideration.	2	A system which measures a vehicle's use would require significant administration and regular mileage checks. An older vehicle may be driven less, but it may emit more pollution and harmful particulates, than newer vehicles do, even when driven less.
Detail	Keep end-on parking on west side of Murrayfield Avenue.	2	There are no plans to change the way vehicles park in Murrayfield Avenue.

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Type	Objections / Comments	Incidence	Response
Detail	Majority of residents park on north side of Coltbridge Terrace because of the unfavourable camber on the side next to the houses. The two sides are not equal and this is important in winter when the grip may not be so great.	2	Parking places are generally located outside residential properties. Permit holders could still park in unrestricted areas on the north of the street.
Yellow lines	<p>Yellow lines on entrance to Stair Park</p> <p>Yellow lines around corners to prevent inconsiderate parking near school</p> <p>Requests DYL at entrance to Upper Coltbridge Terrace</p> <p>Large vehicles have problems accessing Coltbridge Avenue & Gardens - extend DYLS</p> <p>Double yellow line entire west side of Succoth Avenue</p> <p>Introduce double yellow lines on junctions between Murrayfield Gardens, Ormidale Terrace, Murrayfield Drive and Kingsburgh Road</p> <p>Promised new double yellow or red lines on Upper Coltbridge Terrace</p> <p>Unsafe parking will occur in unmarked corners</p> <p>Stair Park difficult for emergency service vehicles to access</p> <p>Double yellow line the small space between the drives of 10 and 12 Coltbridge Terrace</p> <p>No need for double yellow lines round the corners of Ormidale Terrace and Kingsburgh Road.</p>	<p>2</p> <p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>The Priority Parking proposal does not include any yellow lines and a to introduce such restrictions a new TRO would be required. It is our intention to note all the suggested locations and as part of a monitoring phase, should the scheme proceed, to investigate the need for restrictions at each location. The lengths of yellow lines will be determined on an individual basis but the minimum required would always be introduced.</p>
Approach	<p>There should be rigorous patrolling and enforcement during the hours of restriction</p> <p>How the scheme will be enforced? Will there be dedicated traffic wardens to enforce during this 2 hr period? If not, then it will be ignored and we will be back to square one, having paid for the privilege.</p> <p>I do not want Parking Attendants cruising round the area.</p>	<p>2</p> <p>1</p> <p>1</p>	<p>Parking Attendants will enforce the restrictions to ensure that residents benefit from them. Their presence would be similar to Royal Mail delivering the post.</p>
Priority Parking	<p>Reject the proposals as I don't think they will resolve short or long term problems</p> <p>The proposals do not go far enough to address the chronic parking situation in Abinger Gardens</p> <p>Your proposal does not seem to be competent. Perhaps this is no surprise as it comes from the Council who foisted the ridiculous trams on the population.</p> <p>If you wish to help residents park closer to their homes or prevent commuter parking - you will fail.</p> <p>Proposals will not solve the problems.</p>	<p>2</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>Priority Parking has been introduced in a number of areas elsewhere in Edinburgh and the available evidence including feedback received from residents suggests that it does help to make parking easier.</p>

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Type	Objections / Comments	Incidence	Response
Causes	Elderly parents visit less as they cannot park close by.	1	Priority Parking intends to create more parking opportunities for visitors by preventing commuters using the parking places all day.
	Poor parking on south side of Abinger Gardens prevents vehicles passing or exiting spaces on north side Bad parking on corners in Succoth Place Vehicles park too close to corner of Ravelston Dykes and Garscube Terrace Residents are forced to park dangerously to get near their homes.	1 1 1 1	Parking places will manage the manner of parking better in some areas. Creating more parking opportunities is expected to reduce inconsiderate parking.
	Parents dropping-off or collecting children wait in their cars with the engine running for long periods Increased traffic for 10-15 years resulting in air pollution High levels of pollution in Abinger Gardens.	1 1 1	This has been reported to the Council's Environmental Wardens and Air Quality Teams.
	Non-residents parking drop litter.	1	This has been reported to the Council's Environmental Wardens.
	Abinger Gardens couldn't be gritted last winter as non-residents had abandoned cars when on holiday.	1	Abinger Gardens is not a priority gritting route and resources are focused on principle routes first. It's unlikely that parked vehicles had any impact on this.
	Road safety - all day commuters will still arrive in the mornings but there is likely to be increased traffic as vehicles move around these streets searching for remaining unrestricted spaces. This is particularly dangerous as children are walking to school. There are already many children coming by car creating congestion at drop-off time. There are several places within the area to improve road safety - at the junction of Murrayfield Ave/Murrayfield Place remove badly parked cars. Difficult to park on pavement side of street in Abinger Gardens and get children into the house safely.	1 1 1	The proposals would not remove all non-residential parking from the area. The aim is to provide enough spaces to meet the demand from permit holders, who will already park in the street nearer their homes. Separate measures are being considered for road safety reasons.
	Non-residents sell car on the street in this area.	1	The Council has no powers to stop individuals selling cars from the road.
	People going to the Zoo.	1	The zoo is a significant distance away from this area and it is unlikely to contribute, to a great extent, to the number of vehicles parking in this area.

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Type	Objections / Comments	Incidence	Response
Consultation	<p>Attended previous meeting and assumed people were against so I didn't write in. I didn't respond to the initial informal consultation, as I was against the proposals and hoped they would go away. The residents I spoke to are not aware of the importance to reply! A door to door survey would give a better indication. It is nonsense that we should have to make a second representation at a second consultation and that previous comments will not count.</p>	<p>1 1 1 1</p>	<p>A letter was delivered to every household in the area stressing the importance of responding, even if they had done so before. The informal consultation was to gauge opinion, before more detailed and time-consuming work was started, which would be irrelevant if residents did not support the proposals. It also helped inform possible parking place locations.</p>
	<p>Your selected consultation period is unacceptable in the middle of the summer holiday. What authority do you have to limit the consultation and why have you chosen this particular period? I formally request that it be extended and/or delayed.</p>	<p>1</p>	<p>The consultation period ran in June 2014 prior to the Edinburgh schools summer holidays. There is a minimum three weeks period for objections which is typically for a consultation of this nature.</p>
	<p>The Order documents do not contain anything like the relevant information for residents to be properly informed so that they can make a proper assessment as to the scheme being proposed.</p>	<p>1</p>	<p>The main aim of the consultation is to ask residents if they find it a problem to park in their street and whether they would like Priority Parking to be introduced to help them park closer to their home. There is nothing more complex required to respond than along those lines and any further information needed is available on request.</p>
	<p>There should be another consultation after 1 or 2 years to see if residents want to continue with the arrangement.</p>	<p>1</p>	<p>It is not intended to have another consultation in a few years.</p>
	<p>97% of residents in Ormidale Terrace support the scheme.</p>	<p>1</p>	<p>A petition was received which indicated that many of the residents in Ormidale Terrace supported the scheme.</p>

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Type	Objections / Comments	Incidence	Response
Consultation	<p>The Council should have made it very clear that the informal consultation would depend on how the voting went. This was not the case. In my view the Council has wanted this all along. This is sham bit of democracy.</p> <p>What percentage of the total possible household voting roll was 263? I suggest under 10%. Who counted or assessed the votes? The Council. Again a sham of a democracy.</p>	<p>1</p> <p>1</p>	<p>The aim of any consultation, is to find out the level of support for a proposal and if it should be stopped for any reason. In this case, the majority of respondents supported the introduction of parking controls and no reasons were raised to prevent the scheme from proceeding. The results of the informal consultation were reported to Committee in October 2013; 263 responses were received from 244 properties which represent 19% of the households in the area. The results are accurate and valid.</p>
Approach	<p>It looks as if the initial take up of Permits may influence the number of spaces allocated so the Council must explain the process to determine space allocation in Murrayfield Gardens; the concern is that people who have paid for permits may find there are insufficient spaces available – what categorical assurances will the Council provide here?</p> <p>Long term parking would be prevented in Murrayfield Gardens if the only available parking is priority usage but they would probably move to other parts of the area where there were fewer spaces. Not a real solution overall!</p>	<p>1</p> <p>1</p>	<p>The aim is to get the allocation of permits to spaces right and purchasing a permit is a good indication to the Council that there is a demand for on-street parking from that household. We aim to introduce parking places near to households who have purchased permits to ensure they can benefit from the scheme. It is not possible to guarantee a space outside each permit holders house but it is expected that one will be available within a reasonable distance.</p> <p>The aim is to help residents park closer to their homes without moving parking problems to other areas.</p>

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Type	Objections / Comments	Incidence	Response
Approach	Restrictions should be applied equally throughout the area as they will only move problems around	1	Providing too many parking places will move problems to other areas and it is not intended to introduce parking places which will not be used.
	If the Council will not reconsider its plan to impose parking restrictions on Murrayfield Drive, then I urge them to provide at least 2 spaces per residence which should maintain the balance of spaces we enjoy today.	1	Parking places will be introduced where there is support and where permit holders will use them. Too many places may move problems elsewhere and will also have a negative visual impact on the area.
	Your proposal to introduce control parking from 1.30 to 3pm is ineffective. There is no peak in congestion between these hours (a bizarre choice, unless it is intended merely to be the thin end of a full control wedge). If there is congestion, it is around school pickup time and lasts only half an hour. Congestion at this time is actually a safety feature, as it forces drivers to slow while the streets are full of children. It is bizarre that you would wish to <i>increase</i> the average speed of traffic during the most vulnerable hour of the day by removing parked cars and open roads to faster traffic.	1	Priority Parking aims to reduce the impact that non-residential parking has in residential areas. One short controlled period requires such parking to occur outwith the spaces, no matter if this is within the hours of peak demand or not. This creates better parking opportunities for residents that did not previously exist. It's not necessary to control the places for a long time or for more than one period. There are
	Why on earth 1.30 to 3.00pm only? Are you mad? This is the exact time when school pupils are returning home and it will be more dangerous to have cars moving around the streets. Nor does it address the problem of part time workers. What a complete waste of time and money for an hour and a half. Frankly it's a complete joke. Since the aim is to prevent commuters parking for the whole day, a morning time would be more effective. Will 1.30pm to 3.00pm have the same effect? What is to stop someone parking in a restricted area up to 1.15pm, coming back during lunch and moving a car to an unrestricted area?	1	no plans to extend the CPZ in Murrayfield. Unrestricted areas can still be used by commuters.
	I ask you to make every effort not to place bays directly outside the homes of those who have objected. All or nothing of Murrayfield Drive should be included It will be a disaster if Coltbridge is hemmed in by parking controls on both sides	1 1 1	Parking places will be introduced where there is support for them and where they will be used by residents. Introducing too many places could move problems and introduce more signs and poles than are necessary.

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Type	Objections / Comments	Incidence	Response
Approach	The proposals will make no difference, the number of cars parking will remain the same. Those who wish to park during the day, who do not live in the area, will park in unzoned areas and those who live in the area will now have to spend £30 per car to park in the phased areas.	1	Parking places will only be provided where they are supported by residents who will use them during the day.
	If priority parking is introduced in Coltbridge Avenue, it should also be introduced into Coltbridge Gardens to prevent cars moving into Coltbridge Gardens	1	This is the reason for the phased approach to allow the Council to react quickly should unexpected problems occur in other streets after the start of the scheme.
	Since parking is not being restricted on the west side of Murrayfield Road, priority parking will push commuter parking onto Murrayfield Road and exacerbate the existing problems with traffic flow.	1	Observations have shown that non-residents already park in this area but two-way traffic flow is maintained.
	The purpose for controlling parking in Wester Coates was to push commuters into Murrayfield, to justify controlling parking in Murrayfield. No doubt you plan to roll parking control and parking taxation, steadily westwards.	1	That was not the intention of the CPZ extension and there are no plans to introduce controls westwards of the current proposals.
	The current proposals do not address the two long term parking groups, as such people will find spaces which are not reserved for Priority use and leave their cars there which inevitably puts pressure on the remaining unrestricted spaces.	1	The proposals are not intended to remove all non-residential long-term parking from the area. Such parking already takes place in this area and was identified during the parking survey and accommodated within the design.
	There will be fewer spaces than permits.	1	The aim is to provide enough parking places to accommodate the number of permit holders in the area. Permit holders can also park in unrestricted areas.
	I would not expect policing of Priority Parking to be necessary as residents would monitor it and report infringements which could then be dealt with.	1	The Council is duty bound to ensure that the parking controls we introduce are enforced appropriately. Residents would be paying for a service and they should expect to receive it without having to take action themselves.

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Type	Objections / Comments	Incidence	Response
Cost	There is no cap or indexing of charges.	1	A pricing strategy is being developed as part of the Parking Action Plan.
	The introduction of charges for residents to park near their homes when outsiders pay nothing leads to the conclusion that the proposal is a money raising exercise. If residents are to be charged then parking places should be guaranteed at all times. Any outsiders not paying taxes to Edinburgh Council should pay for parking if they are creating difficulties for residents.	1	Ideally commuters would pay for parking, but if charges are introduced many would merely park in the next unrestricted area. This would leave spaces for residents but they'd still have to pay for their use. It is not unreasonable to ask permit holders to contribute toward the running costs of the scheme. Permits start from £10 p/a and are based on emissions to encourage more environmentally friendly forms of travel.
	You are imposing a cost on residents to park outside their homes and allowing non-residents who may be the cause of any problems to park for free. This is bizarre.	1	
	I take exception to Priority Parking as it is a stealth mode of raising money from people who supposedly have money to spare. Incorrect. I object strongly to the charge being graded by type of vehicle. This is wrong in principle, it represents double taxation and wrong in practice as another example of shameless money-grubbing.	1 1	
Detail	SYL or loading bay outside shops at 1-8 Murrayfield Place	1	Greenway parking places are present in Murrayfield Place for short-term parking and for loading purposes.
	Coltbridge Gardens is not included in map 2. This is an oversight and should be corrected to include Coltbridge Gardens.	1	Coltbridge Gardens is not included within the amended proposals.
	Introduce parking space on both sides of Garscube Terrace	1	Parking places in Garscube Terrace were located outside each house which doesn't have access to off-street parking.
	I live at the north of Murrayfield Avenue and believe the first phase will do little to help me as most of the kerb space will remain unrestricted, thus attracting non-residential parking. I would recommend extending the restrictions to include the wall that faces south down the avenue and to at least one side of the west end of Succoth Gardens. Extend parking place o/s 60 Murrayfield Avenue up to drive of Murrayfield House Requests a permit holders place on Henderland Road - park on the road instead of in the drive. Extend the residents parking by 10m to cover all of Upper Coltbridge Terrace. If this remains unchanged you can put me down as opposing the proposals.	1 1 1 1	Changes to the parking places within the Order or requests for new ones would need to be considered as part of a separate TRO.

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Type	Objections / Comments	Incidence	Response
Detail	If you put restrictions in, they must be outside our house as well. Since out of town drivers will park in non-prioritised places. It's a hopeless idea and we don't want it, but if you implement it, you must prioritise all the space in Murrayfield Drive.	1	Priority Parking is a flexible solution. Only introducing places where they will be used by residents, will reduce the potential for problems to move to other areas.
Impact	Ensure elderly residents don't lose out on carer's visits.	1	Carers can park in unrestricted areas or in the parking places outwith the restricted times. Visitors' permits can also be used.
	Parking restrictions will impact negatively on local businesses How will trades manage? Controls will make it more difficult for trades persons to park as free space will be occupied early in the morning and there will be insufficient space for permit holders. Visitors or workmen could find themselves in breach of the relevant order unless they paid for parking in a non residents space or me buying tickets for them.	1 1 1 1	Priority Parking will include unrestricted areas for trade and business users. Trades' permits can be used in the parking places. More places could be created in areas which were previously used all-day by commuters.
	The scheme will hinder our life as a street working together.	1	There is no reason to suggest neighbours cannot continue to work together.
	Stopping people from parking for a short while during the day, they will park in any area - some dangerous - to make deliveries etc. This cannot be safe or sensible.	1	Loading and unloading would be permitted from the residents' parking places. More opportunities may be available for such purposes by preventing commuters parking all-day in such areas.
	Increased risk of accidents in Abinger Gardens as cars are moved back and forth to avoid the 2 hour period.	1	It is more likely that commuters will park in unrestricted areas to avoid the hassle of moving their vehicle for 90 minutes each day. It's not clear where these vehicles would be moved to during this period.
	The times I can park freely outside my house are exactly those you will be "controlling." So the only people such a scheme will affect are the residents. Brilliant!	1	The 90 minutes controlled period may not suit every resident but it will prevent commuters from parking in the residents' places all day.

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Type	Objections / Comments	Incidence	Response
Impact	Added danger of vehicles parking next to my drive causing visibility problems	1	Priority Parking is not designed to improve access to driveways.
	Trailers are not uncommon in residential areas; how can householders address this limitation if there is a high percentage of priority spaces in the street?	1	Priority Parking wouldn't stop the use of trailers but they are not permitted to park in residents' places. Loading and unloading is allowed, but trailers take up space preventing other residents from parking. They should not be stored on the public road.
	Restricted period will impact on lunchtime visitors/guests. This is a family area and parking restrictions would prevent relatives visiting We do have some people who park long term to get the airport bus leaving their cars for weeks sometimes – if this went ahead these people will take up spaces which are not in the permit zone thereby stopping residents/friends being able to use these spaces.	1 1 1	Visitors can park in unrestricted areas or residents can purchase visitors' parking permits for them. It is considered that the parking places will create extra opportunities for visitors outwith the controlled times in areas which were previously occupied all day by commuters.
Enforcement	Who can we ask to take action against illegal parking? I commented about this in the previous consultation only to be told you were “unable to comment on issues regarding Police Traffic Wardens.”	1	Incorrect parking should be reported to the Council. However, in some instances, such as parking on pedestrian crossings Police Scotland are responsible.
Parking permits	The procedure for changing cars is cumbersome and may take several days; surely the Council could have a simple immediate online system for dealing with that? In addition, there are people who use different vehicles out of their employer's fleet, on a daily basis – how will the system deal with that? I use a company car which changes on a weekly basis – how am I supposed to get a permit?	1 1	More online permit solutions are being pursued. Documents currently need to be provided to prove eligibility. There are no options available for someone using multiple vehicles, but they could park in unrestricted areas.

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Parking permits	Permits are limited to two per household; how will the Council deal with several adults sharing a house and all need a vehicle for their work? Surely there must be some flexibility for such people?	1	The two permit limits applies to every house in the city. This is an equitable approach and each household has the same opportunity to park in their street.
	The area is full of larger houses – there should be no difference in permit rates for 2 cars at one address. If a townhouse is split into 3 then the Council will see that as 3 permits at the lowest rate. A whole townhouse with the same street frontage will rate 1 permit and a second at greater cost. This is not logical to me.	1	A higher price for a second permit reflects the impact that multiple car ownership has on space availability and encourages residents to consider if they need a second vehicle. It is not related to the length of a property's frontage and similar situations apply in tenemented areas of the city.
Policy	Suggests a congestion charge starting at the Gyle roundabout.	1	There are no plans to introduce a congestion charge.
Priority Parking	Introduce a parking place on south side of Kingsburgh Road at the west end.	1	It is not possible to add new parking places to the scheme at this time.
	Is there enough residents' parking. There are a large number of flats in 1-13 Murrayfield Place and in 26-28 Coltbridge Avenue. Both sides of the road at the lower end of Coltbridge Terrace should be designated for resident parking.	1	Parking survey data identified the potential number of residents parking on-street during the day and there are enough spaces available to meet this demand. More places can be added to the first phase depending upon the results of the consultation.
	Other cars will park in the designated places for my property and make it difficult to find a parking place, let alone for my visitors. The cobbled area outside 50 Coltbridge Terrace is private residents parking - this will not be controlled so other will park there. We are unable to police this ourselves with out unreasonable cost.	1 1	The Council is not responsible for ensuring correct parking on private land. Priority parking aims to make it easier for residents to park on the road nearer their homes.
Yellow lines	Provide DYL around the island at the foot of Murrayfield Avenue/Corstorphine Road to allow disabled drivers access to the shops	1	This is being progressed under a separate TRO.
	Expects a single yellow line will be introduced outside driveway	1	Single yellow lines should not be used in such circumstances.

Appendix 1: Murrayfield Formal Consultation Responses

Type	Objections / Comments	Incidence	Response
Yellow lines	The double yellow lines in Abinger Gardens are excessive.	1	No plans to change the restrictions which are considered a suitable length.
	We fear if the scheme goes ahead, the Council will paint yellow lines round the corners of the Ormidale Terrace/Kingsburgh Road, removing 8 spaces and making things even more difficult.	1	The proposals do not include such measures, but requests have been received for them. This will be monitored. The Highway Code states vehicles should not park within 10m of a junction.
Other	People think they have a right to park outside their homes and this creates requests for Priority Parking.	1	The aim is to help residents park closer to their homes improving their quality of life.
	Commuters dump rubbish in Abinger Gardens	1	This has been reported to the Council's Environmental Wardens.
	Need a zebra crossing over to the old railway path by the Ravelston Dykes Bridge.	1	This has been reported to the Council's Road Safety Team.
	The introduction of the Tram will also encourage people to park in Murrayfield to go on holiday	1	This tram is unlikely to have a major impact as the AirLink bus already serves this area.
	The Council will be able to clean Murrayfield Avenue which is probably the dirtiest street in Edinburgh once parking controls are introduced.	1	Temporary restrictions can be used for such purposes. Priority Parking will not remove all parking from each street.
	Many older residents may not have internet access – you must do something to ensure that these residents are not disadvantaged and how do you intend to address that.	1	A letter was sent to each household in the area. Free internet access is available at public libraries and contact details were provided so people could ask any questions.
	Commuters are deterred from parking in Coltbridge Terrace due to the narrow streets and congestion around St George's School.	1	It is not intended to remove all non-residential parking, but to help residents.
	Close the junction between Roseburn and Murrayfield Gardens	1	Right turns are already restricted into Murrayfield Gardens. Police Scotland are responsible for enforcing this restriction.
	Too many westbound vehicles (especially taxis) turn right into Murrayfield Gardens despite the no right turn sign.	1	Murrayfield Gardens. Police Scotland are responsible for enforcing this restriction.
	Concerned about Tower House proposals, in Murrayfield Drive, with more visitors to sheltered housing. We have no information on this and urge you to delay priority parking until rebuilding has taken place.	1	We have no information on this matter. Residents support the scheme proceeding to address existing parking problems.
Moved here to get away from restrictions, it only results in price hikes and actual parking problems.	1		

Appendix 2: Murrayfield Formal Consultation – Responses by street

Street Name	Support	Objection	Comment	Total
Abinger Gardens	9	3	3	15
Coltbridge Avenue	5	5	0	10
Coltbridge Terrace	18	5	1	24
Coltbridge Vale	0	0	0	0
Garscube Terrace	11	4	1	16
Henderland Road	6	0	0	6
Kingsburgh Road	7	2	0	9
Murrayfield Avenue	34	2	0	36
Murrayfield Drive	1	10	3	14
Murrayfield Gardens	54	21	1	76
Murrayfield Place	3	1	0	4
Murrayfield Road	3	2	0	5
Ormidale Terrace	22	9	1	32
Succoth Avenue	2	0	0	2
Succoth Gardens	2	1	0	3
Succoth Place	4	2	0	6
Upper Coltbridge Terrace	4	2	0	6
Outside Area	1	10	3	14
Total	186	79	13	278

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Craiglockhart Traffic Calming – Results of Consultation

Item number	7.10
Report number	
Executive/routine	
Wards	

Executive summary

A financial contribution totally £40,000 has been secured through the planning process for the introduction of speed reducing measures in the Craiglockhart area. A consultation was undertaken to gather the views of the local residents on the provision of traffic calming on up to four priority streets in the area.

This report summarises the responses to the traffic calming consultation.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Craiglockhart Traffic Calming – Results of Consultation

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the results of the consultation to introduce traffic calming in the Craiglockhart area;
 - 1.1.2 notes the extension of the proposal in accordance with the consultation results; and
 - 1.1.3 sets aside the objections to this proposal and approves the installation of road humps in the Craiglockhart area.

Background

- 2.1 Local residents in the Craiglockhart area have campaigned over a number of years for measures to reduce through traffic, reduce vehicle speeds, improve road safety and make the area more attractive for those walking and cycling.
- 2.2 A financial contribution totalling £40,000 has been secured through the planning process, from the Redhall House Drive development, for traffic and road safety improvements in the area.
- 2.3 Following a public meeting on 4 June 2014, it was considered that the best use of the funding would be for traffic calming in up to four streets, using full width road humps. A consultation was undertaken to determine the views of residents towards this proposal.

Main report

- 3.1 An agreed contribution to the value of £35,000 was secured from the developer as part of the planning application 11/02574/ful 12-14 Redhall House Drive, towards "... a combination of measures to aid traffic flow/control speed and pedestrian safety on the road network in the vicinity of the Development ...". A further £5,000 was secured from the same planning application "towards the Safer Routes to School Programme". These sums were combined and a public meeting was arranged to determine how this money could be best used in the local area.

3.2 At the public meeting, attended by ward councillors, residents and transport officers, it was acknowledged that the sum secured may not be sufficient to fund traffic calming in every street in the area. Those attending the meeting agreed that four streets would be prioritised for traffic calming:

- Craiglockhart Drive South;
- Craiglockhart Park;
- Craiglockhart Road; and
- Patie’s Road.

3.3 The Council is proposing to implement 20mph speed limits city wide in residential areas, therefore it was proposed to implement the traffic calming as soon as possible and to follow up with the 20mph speed limit as part of the roll-out.

3.4 A traffic calming scheme was designed to introduce 75mm full width speed humps in the four priority streets. A consultation was undertaken during October to gauge local views on the proposal. Almost 700 letters were delivered to local residents with details of the scheme and this was backed up with a “drop-in” session in the local Church Hall on 15 October 2014. In addition, the consultation could be accessed on line. The consultation leaflet and consultation plan are included as Appendix 1.

3.5 More than a third of the residents responded to the consultation. The table below gives details of the responses received:

Support Traffic Calming	YES	%age	NO	%age
Response by letter	129	82%	29	18%
On line response	47	65%	25	35%

3.6 In addition, a further 29 emails were received, 25 of which were from residents of Elliot Place, Park and Road who, while supportive of traffic calming in the estate, felt that the scheme should only be taken forward if traffic calming was included in these streets. Accordingly, if these streets were included in the proposal and their support added to the scheme then the final figures would be:

Support Traffic Calming	YES	%age	NO	%age
Email response	23	79%	6	21%
Totals	199	77%	60	23%

- 3.7 As a result of the consultation it was decided to recommend the inclusion of traffic calming features in Elliot Road, Elliot Place, Elliot Park, Craiglockhart Dell Road and Craiglockhart Loan. The extended traffic calming scheme is shown in Appendix 2.
- 3.8 The results of the consultation and corresponding expansion of the scheme have been discussed with the three ward councillors; the extended proposal has their support.
- 3.9 The results of the consultation and the subsequent inclusion of these additional streets in the traffic calming proposal were communicated to the residents on the week commencing 8 December 2014.

Measures of success

- 4.1 The results of the consultation have been collated and the proposal extended in accordance with the views of the residents as 77% of residents were in favour.

Financial impact

- 5.1 A contribution of £40,000 in total has been secured from the developers towards the traffic calming scheme. Top up funding will be provided from the South West Neighbourhood Environmental Programme budget if required.

Risk, policy, compliance and governance impact

- 6.1 The reduction in traffic speeds is in line with the Council's Local Transport Strategy 2014-2019 with its 'Vision-Zero' approach to road safety, working towards the provision of a modern road network where users are safe from the risk of being killed or seriously injured. Vehicle speed is the most important single factor in the severity of road collisions, and urban speeds need to reduce if the Council is to move towards Vision Zero.

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 improve the quality of the streets for all the residents in the area.

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 reducing the amount of through traffic.

Consultation and engagement

- 9.1 Consultation was carried out between 1 October 2014 to 31 October 2014 with the following stakeholders:
- Residents in the area;
 - Neighbourhood Partnership;
 - Community Council;
 - Local elected members; and
 - Emergency services.
- 9.2 Letters with plans of the proposal were delivered to all residents within the Craiglockhart area in October 2014. Residents were able to respond using freepost address, email or via an on line questionnaire.
- 9.3 The results of the consultation with the recommendation to extend the scheme in accordance with the consultation results were delivered to the residents week commencing 8 December 2014.

Background reading/external references

Appendix 1 Craiglockhart Area Consultation Leaflet

Appendix 2 Craiglockhart Post Consultation Traffic Calming Proposal

John Bury

Acting Director, Services for Communities

Contact: Gary Patton, Senior Professional Officer

E-mail: gary.patton@edinburgh.gov.uk | Tel: 0131 469 2674

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 Craiglockhart Area Consultation Leaflet Appendix 2 Craiglockhart Post Consultation Traffic Calming Proposal

Craiglockhart - Developer Funded Traffic Calming

Overview

We are asking for your views on the introduction of traffic calming on four residential streets within the Craiglockhart area.

Why are we consulting?

Local residents in the Craiglockhart area have campaigned over a number of years for traffic calming in its residential streets to reduce vehicle speeds, improve road safety and to make the area more attractive for those walking and cycling.

A financial contribution has been secured through the planning process, from the Redhall House Drive development, for traffic calming in the Craiglockhart area.

The amount secured may not be sufficient to fund traffic calming in every street in the area. The following streets have therefore been chosen for treatment:-

Craiglockhart Drive South
Craiglockhart Park
Craiglockhart Road
Patie's Road

It is proposed to install full width road humps at the locations shown on the enclosed plan.

Share Your Views

If you wish to make comment on these proposals you can:

- complete the response form on the consultation website <https://edinburgh.citizenspace.com/>
- email us at transport.roadsafety@edinburgh.gov.uk
- return the freepost reply sheet attached to this leaflet to Services for Communities, Transport at the following Freepost address: **Road Safety, Waverley Court C2 c/o Gary Patton, FREEPOST NAT 18051, EDINBURGH, EH1 1BR**

This consultation will end on 31 October 2014.

A drop in consultation will be held to allow questions to be answered between 18:00 and 20:00 on Wednesday 15 October 2014. This will be held in the Centenary Hall of Craiglockhart Parish Church, Craiglockhart Dr North, Edinburgh, EH14 1HS.

Frequently Asked Questions

Will car parking be lost outside my house?

It is perfectly legal to park at the kerbside on top of road humps.

Why put a hump directly outside my house?

The traffic calming has been designed to comply with 20mph zone regulations which say that there must be a feature within 50m of the entry to a 20mph zone and another must follow within 100m. It may be possible to relocate a traffic calming feature a very small distance away from those shown on the drawing, but it will not be possible to leave one out altogether. They are also spaced to ensure speed reduction is achieved while minimising noise and vibration. Driveways are taken into account when planning features

The constant slowing down and speeding up of vehicles will increase pollution from car exhausts!

'Stop-start' driving tends to occur where the humps or cushions are relatively widely spaced and rise to a height of 100mm over a short distance. The Craiglockhart traffic calming has features at the optimum recommended spacing of approximately 70m apart. The humps will also have a more gradual rise to 75mm. This will not only keep vehicle speeds low, but should also encourage a smooth vehicle speed along the street. This will be beneficial to collision reduction and prevention as well as reducing noise and vehicle exhaust emissions.

Will the noise from vehicles driving over the road humps be heard from inside my property?

Studies carried out on behalf of the UK Government confirm that there is no noise increase where cars make up the main traffic flow and the humps are constructed to the recommended specifications. In fact as general speeds are lower and through traffic is discouraged from using a route, overall noise level is usually reduced.

Will my car be damaged by driving over road humps?

Independent research on all types of traffic-calming measures has failed to find any concrete evidence of damage to vehicles when road humps are approached at the correct speed.

What height will the road humps be?

Road humps will be 75mm high. This height has been chosen to reduce the chances of vehicles grounding, minimise noise and pollution while still effectively achieving a speed reduction consistent with a 20mph speed limit.

Why is the speed limit not being changed to 20mph?

Following a successful pilot in South Edinburgh the Council is proposing a 20mph speed limit for the City Centre, main shopping streets and residential areas. A consultation is currently being undertaken and further information can be found by following the link:

http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/1024/20mph_consultation

A 20mph speed limit for the Craiglockhart residential streets are proposed as part of this roll out.

Craiglockhart Traffic Calming

We are hoping that the introduction of traffic calming in Craiglockhart Drive South, Craiglockhart Park, Craiglockhart Road and Patie's Road will reduce traffic speeds, reduce through traffic, (ie rat-running), promote walking and cycling and have an overall positive impact.

Do you broadly support the introduction of traffic calming in the Craiglockhart area?

- Yes
- No

If you have any further comments please enter them here:

If sufficient funds are not available to install traffic calming in each of the four proposed streets, please rank the streets in order where you would consider the traffic calming to be most effective:

Craiglockhart Drive South 1 2 3 4

Craiglockhart Park 1 2 3 4

Craiglockhart Road 1 2 3 4

Patie's Road 1 2 3 4

If you would like to expand your reasons, please use the space provided below:

Where do you live?

- Craiglockhart Drive South
- Craiglockhart Park
- Craiglockhart Road
- Patie's Road
- I don't live in the affected streets

If you do not live in one of the affected streets, do you

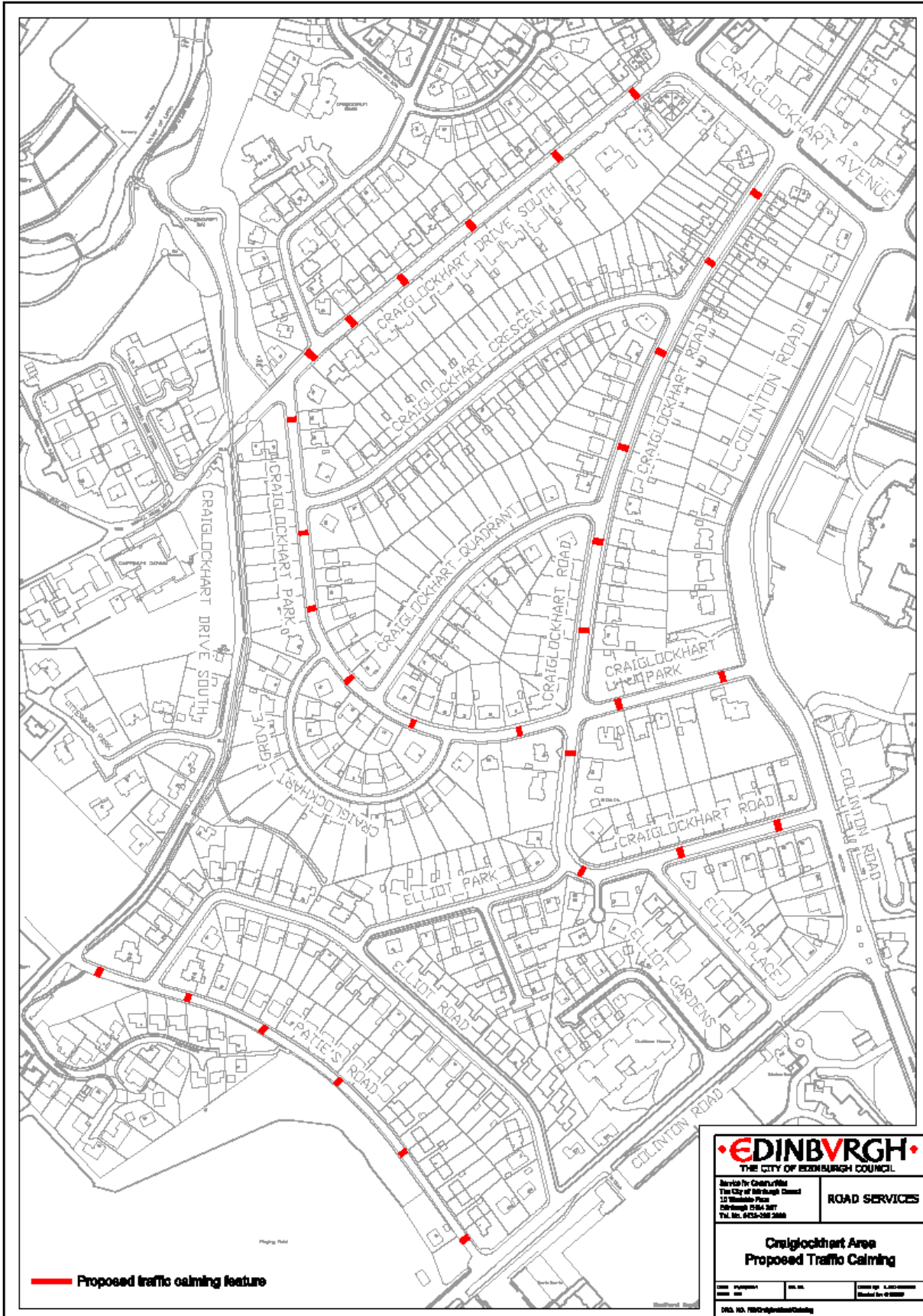
- Live within the Craiglockhart area
- Live outside the Craiglockhart area

Postcode (optional)


What is your home postcode:

Please return this sheet to The City of Edinburgh Council, Road Safety Team using the freepost address below.

**Road Safety, Waverley Court C2 c/o Gary Patton,
FREEPOST NAT 18051,
EDINBURGH,
EH1 1BR**





**** All NEW speed hump locations shown as -** 

**** All Existing speed hump locations shown as -** 

Construction details for speed humps shown in attached drawing



Service for Communities
The City of Edinburgh Council
10 Westside Plaza
Edinburgh EH14 2ST
Tel. No. 0131-200 2000

ROAD SERVICES

Craiglockhart Area

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Park and Pitch Drainage Programme

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

This report updates Committee on the progress made in delivering a programme to improve drainage in parks and recreational grounds which have suffered regular inundation and flooding in recent years.

It notes that of the 26 locations identified as requiring drainage improvements, four parks were completed in the budget year 2013/14 and a further four completed by October 2014. Drainage works in a further park is currently underway, and procurement has been completed and is underway for a further two parks.

Links

Coalition pledges	P42 , P43
Council outcomes	CO4 , CO10 , CO20
Single Outcome Agreement	SO2

Park and Pitch Drainage Programme

Recommendations

It is recommended that Committee:

- 1.1 Notes the progress in implementing the park and pitch improvement programme.
- 1.2 Notes that improvement works will be carried out on 12 of the city's parks and recreation grounds as detailed in the report.
- 1.3 Refers this report to the Culture and Sport Committee for consideration

Background

- 2.1 Following extensive inundation and flooding to Council parks and sports pitches, £500,000 was allocated to Parks and Greenspace as part of the 2013/2014 capital budget for improved drainage.
- 2.2 £212,000 was used for drainage works in 2013/2014, and the remaining £288,000 was carried into the 2014/2015 capital budget programme.
- 2.3 A list of the worst affected locations was collated and a programme of works prioritised. This report informs the Committee of progress in delivering the programme.

Main report

- 3.1 Over the last few years, there has been extensive flooding and persistent inundation of Council parks, gardens, and playing fields. As a consequence, sports matches have been regularly postponed and parks events cancelled or re-located to better drained sites. Investigations suggested that a number of locations were unable to drain the water effectively, and to enable them to do so would require significant investment in drainage improvements.
- 3.2 At its meeting of 7 February 2013, Council agreed to allocate £500,000 to a programme of drainage investigations and works.
- 3.3 Discussions with Parks, Neighbourhoods and Edinburgh Leisure staff, as well as sports teams and park users, identified a list of 24 of the worst affect sites. A further two parks were added to this list at the end of 2013.
- 3.4 Soil and drainage investigations were also procured from the Scottish Agricultural College Consultancy Services on a phased basis and actual works

procured on a project-by-project basis following consideration of assessment results and budget availability.

- 3.5 As of October 2014, works have been completed in Inverleith Park, Roseburn Park, Seven Acre Park, The Meadows, Seafield Recreation Ground, Ravelston Park, Drumbrae Park, and Dundas Park. Works have been procured for Davidsons Mains Park and Inch Park. Procurement has been initiated for Silverknowes Park and works are in progress at Leith Links.
- 3.6 Where feasible, works are timetabled to avoid clashes with sports use. Works on football pitches are timed for summer and on cricket pitches for autumn/winter. There is also care to avoid impact on events occurring in parks.
- 3.7 Of the 26 sites identified (see Appendix 1), 14 still require drainage improvement works, the cost of which is estimated at £500,000.

Measures of success

- 4.1 Improved drainage of parks and pitches and greater resilience of grassland for large scale events and sports

Financial impact

- 5.1 The £500,000 budget allocation approved in February 2013 enabled improvement works to be carried out on the following 12 park and pitch locations throughout the city; Inverleith Park (£82,400), Roseburn Park (£14,316), Seven Acre park (£11,272), The Meadows (£103,578), Seafield Recreation Ground (£31,891), Ravelston Park (£18,817), Drumbrae Park (£33,017), Dundas Park (£34,016) Inch Park (£20,809), Davidson's Mains Park (£6,009), Leith Links (£80,142), Silverknowes Playing Fields (estimate £65,000).
- 5.2 Further funding will be required in the future if the improvement programme is to be extended to other parks and pitches. Further professional assessment work will be undertaken to accurately determine the actual costs involved.

Risk, policy, compliance and governance impact

- 6.1 There are no impacts for risk, policy compliance or governance identified.

Equalities impact

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

Sustainability impact

- 8.1 Investing in drainage will be an ongoing requirement if the Council's parks and pitches are to remain resilient to the anticipated impacts of climate change and levels of usage.

Consultation and engagement

- 9.1 Consultation was undertaken with Neighbourhood and Parks staff along with sports teams via the Pitches Group, which includes representatives for football, rugby, cricket, Edinburgh Leisure, and Culture and Sport. Site specific consultation was also undertaken with direct users, including Roseburn Cricket Club, Leith Links Steering Group, Meadows and Bruntsfield Links Advisory Group, and Edinburgh Northern Rugby Club.

Background reading/external references

None

John Bury

Acting Director of Services for Communities

Contact: Alan Bell, Parks and Gardens Manager

E-mail: alan.bell@edinburgh.gov.uk | Tel: 0131 529 7715

Links

Coalition pledges	P42 – Continue to support and invest in our sporting infrastructure P43 – Invest in healthy living and fitness advice for those most in need
Council outcomes	CO4 – Our children and young people are physically and emotionally healthy CO10 – Improved health and reduced inequalities CO20 – Culture Sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens
Single Outcome Agreement	SO2 – Edinburgh's citizens experience improved health and wellbeing with reduced inequalities in health
Appendices	Appendix 1 – Sites Identified Requiring Drainage Works

Appendix 1 – Sites Identified Requiring Drainage Works

Park	Status
1. Inverleith Park	Drainage Works Completed
2. Roseburn Park	Drainage Works Completed
3. Seven Acre Park	Drainage Works Completed
4. The Meadows	Drainage Works Completed
5. Seafield Recreation Ground	Drainage Works Completed
6. Ravelston Park	Drainage Works Completed
7. Drumbrae Park	Drainage Works Completed
8. Dundas park	Drainage Works Completed
9. Leith links	Drainage Works in progress
10. The Inch Park	Procurement completed – works still to begin
11. Davidson's Mains Park	Procurement completed – works still to begin
12. Silverknowes Playing Fields	Procurement in Progress
13. Muirwood Park	Identified as requiring drainage works
14. Muirhouse Linear Park	Identified as requiring drainage works
15. Marchbank Park	Identified as requiring drainage works
16. East Pilton Park	Identified as requiring drainage works
17. Union Park	Identified as requiring drainage works
18. Hunter's Hall	Identified as requiring drainage works
19. St Margaret's Park	Identified as requiring drainage works
20. Kingsknowe Park	Identified as requiring drainage works
21. Bloomiehall Park	Identified as requiring drainage works
22. Harrison Park	Identified as requiring drainage works
23. Fauldburn Park	Identified as requiring drainage works
24. Paties Road Recreation Ground	Identified as requiring drainage works
25. Braidburn Valley Park	Identified as requiring drainage works
26. King George iv Park	Identified as requiring drainage works

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Green Flag Award and Parks Quality Assessments

Item number	7.12
Report number	
Executive/routine	Routine
Wards	All

Executive summary

In 2014, a record 26 parks were awarded a Green Flag, and 124 of Edinburgh's 137 parks and green spaces met or exceeded the parks quality standard, established to ensure quality across all of the Council's greenspace estate.

Links

Coalition pledges	P48
Council outcomes	CO19
Single Outcome Agreement	SO2 , SO4

Green Flag Awards and Parks Quality Assessments

Recommendations

- 1.1 It is recommended that the Committee notes the content of this report.

Background

- 2.1 The Green Flag Award is the UK's national standard for parks and green spaces. It aims to recognise and celebrate high quality green spaces. The award strives to ensure that everyone has access to a safe, clean, and pleasant space where they can relax, meet, play, or exercise. Awards are given on an annual basis and winners must apply each year to renew their Green Flag Award status.
- 2.2 The Parks Quality Assessments (PQAs) are carried out annually on all Council parks and main green spaces. Each park is given a score, and the information from this score is used to manage better and improve parks
- 2.3 The Green Flag Award and PQAs provide robust mechanisms for monitoring the quality of city parks, and directing future resources.

Main report

- 3.1 The City of Edinburgh Council initially took part in the Green Flag Award scheme in 2007, achieving two Green Flags. The Council now has 26 of the 59 Green Flag Awards awarded in Scotland in 2014, and is ranked second amongst UK local authorities with regards to the number of successful applications in 2014.
- 3.2 In 2014, King George V Park (Eyre Place) and Spylaw Park were successful in achieving Green Flag Awards for the first time. In addition, the Friends of Corstorphine Hill successfully retained their Green Flag Community Award for the Corstorphine Walled Garden, in recognition of its high quality.
- 3.3 Edinburgh is involved in the Green Flag Group Award, where the Council's green space strategies, management policies, and practices are peer reviewed by qualified Green Flag Award judges. Judges expect to see evidence that self assessments of parks and green space are undertaken using the Green Flag Award criteria. They also expect to see a commitment to promoting and

developing Green Flag thinking throughout the parks estate, to obtaining user views on a regular basis, to exploring how communities are involved in the assessments, and to management improvement.

- 3.4 The Group Award status means that, although the Council still requires newly proposed sites to be judged externally, self assessments can be done on those sites that have already secured a Green Flag Award. Where the standard continues to be met, the site can automatically be awarded a Green Flag Award. Although the sites are self assessed, they are also subject to an external mystery shopping assessment to ensure that standards are not slipping. Should a mystery shopping assessment show this to be the case, the Council will be given information on matters requiring improvement.
- 3.5 The criteria used to assess parks and green spaces for the Green Flag Award is considered suitably robust to be used as the basis for a quality assessment of all the city's parks and green spaces. Criteria used to assess the quality of a park or green space includes consideration of the following:
- how 'welcoming' the site is;
 - provision of good and safe access;
 - equipment and facilities;
 - levels of litter/waste and dog-fouling;
 - quality of grounds maintenance;
 - arboricultural management;
 - condition of buildings, infrastructure and facilities;
 - whether the site benefits biodiversity and landscape; and
 - how site information and interpretation is provided.
- 3.6 Since 2008, 130 people from across the Council, external partners, and Parks 'Friends' group members, have been trained in Park Quality Assessments (PQAs). Each park was surveyed between April and July 2014, and the scores used to provide a baseline Parks Quality Score, which is placed into a bandwidth appropriate to the type of site being assessed. For example, a "good" Premier Park requires a score of between 65 - 69% whereas a "good" Community Park only requires 45 – 54% to reflect their relative status. Detail on the classification of Edinburgh's parks (e.g. what constitutes a Premier Park or a Community Park) can be found in Appendix 5.

- 3.7 A minimum standard score for each park type was agreed in 2008, when 55% of Edinburgh's parks met or exceeded this standard. In 2014, 91% now meet or exceed the Edinburgh Minimum Standard.
- 3.8 The assessment results reveal that Edinburgh's parks have varied quality. Analysis of the results indicates that out of 137 parks assessed in 2014, 126 parks are classed as "good" or better. A total of 72 parks increased their quality score from 2013, including 22 which improved sufficiently to move up a bandwidth. In 2008, the average parks quality score was 49% but this score has now risen to 60%.
- 3.9 Most improvements require a site-by-site approach. Consequently, assessors propose three improvement recommendations for every park based on their assessment. These recommendations are incorporated into Park Improvement Plans which have been developed for a number of parks. This identifies and implements improvements to the way each site is maintained.
- 3.10 The 2014 assessments also identified a number of trends pertinent across most of the Council's parks and green space estate. For instance "signage", "dog fouling" and "conservation of flora & fauna" all improved from 2013. Although "educational & interpretative provision" and "information provision" have also improved, they still scored poorly. Consequently, there is continuous effort to identify ways to improve any low scoring criteria, and a number of recommendations for each site have been agreed to improve the scores.
- 3.11 All sites will be subject to an annual re-assessment during April and July 2015. This will enable the changing quality of parks to be monitored effectively, further site management requirements identified, and priorities for action agreed. The number of trained assessors will also be widened further to raise awareness and understanding of parks quality criteria amongst ground maintenance staff and local communities, in order to develop 'ownership' of parks improvement across all relevant service areas.

Measures of success

- 4.1 An increase in the number of Green Flags awarded since the start of the scheme in 2007.
- 4.2 An increase in the percentage of parks meeting or exceeding the Edinburgh Minimum Standard Score.

Financial impact

- 5.1 There is no direct financial implication from this report.

Risk, policy, compliance and governance impact

- 6.1 The Green Flag Award and PQA schemes are robust mechanisms to ensure the ongoing quality of parks and greenspace.
- 6.2 There are no risk, compliance or governance impacts associated with this report.

Equalities impact

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

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 update outlined in this report will have no impact on carbon emissions.
 - The update outlined in this report will increase the city's resilience to climate change impacts because maintaining quality green spaces will maximise the use of urban green space.
 - The update outlined in this report will help achieve a sustainable Edinburgh because maintaining a minimum standard for parks across the city will help to meet the diverse needs of people in existing and future communities, and will promote personal wellbeing as a result of access to quality green space, ensuring a strong, healthy and just society.
 - The update outlined in this report will help achieve a sustainable Edinburgh, as maintaining quality green space impacts positively on local residents and encourages visitors, achieving a healthy and resilient economy.
 - The update outlined in this report will help achieve a sustainable Edinburgh by impacting positively on natural resources and by promoting and enhancing biodiversity through encouraging interaction with the city's parks and green spaces.

Consultation and engagement

- 9.1 PQAs are carried out with members from Friends of Parks groups, council officers and external organisations such as Keep Scotland Beautiful.
- 9.2 Community involvement is a central part of the green flag award, and community groups are involved with assessments and judging, as well as contributing to physical improvements in their local parks.

Background reading/external references

Green Flag Award <http://www.greenflagaward.org/>

Keep Scotland Beautiful <http://www.keepsotlandbeautiful.org/parks>

Parks Quality Assessment Results

[http://www.edinburgh.gov.uk/info/20177/park awards and competitions/363/green flag parks](http://www.edinburgh.gov.uk/info/20177/park_awards_and_competitions/363/green_flag_parks)

[http://www.edinburgh.gov.uk/downloads/file/4196/parks quality report 2014](http://www.edinburgh.gov.uk/downloads/file/4196/parks_quality_report_2014)

John Bury

Acting Director for Services for Communities

David Jamieson, Parks and Greenspace Manager

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 123 4567

Links

Coalition pledges	P48	Use Green Flag and other strategies to preserve our green spaces
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	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:	Green Flag Award Parks 2014
Appendix 2:	Percentage of parks meeting or exceeding the Edinburgh minimum standard
Appendix 3:	Park results list
Appendix 4:	PQA Trends
Appendix 5:	Classification of Edinburgh's Parks

Appendix 1: Green Flag Award winning parks 2014

Green Flag Award Park	Neighbourhood	Year first achieved
Braidburn Valley Park	South	2007
Harrison Park	South West	2007
Pentland Hills Regional Park	South West	2008
Easter Craiglockhart Hill	South West	2009
Hopetoun Crescent Gardens	CC&L	2009
Burdiehouse Burn Valley Park	South	2010
Corstorphine Hill	West	2010
Craigmillar Castle Park	East	2010
Figgate Burn Park	East	2010
Inverleith Park	North	2010
London Road Gardens	CC&L	2010
Portobello Community Park	East	2010
Station Road Park	West	2010
Hailes Quarry Park	South West	2011
Hermitage of Braid & Blackford Hill	South	2011
Morningside Park	South	2011
Muir Wood Road Park	South West	2011
Princes Street Gardens	CC&L	2011
St Margarets Park	West	2011
Victoria Park	North	2011
Back Braes & Ferry Glen	West	2012
Lochend Park	East	2012
Prestonfield Park	South	2012
Ravelston Park & Woods	North	2012
King George V Park – Eyre Place	North	2014
Spylaw Park	South West	2014
Green Flag Community Award (formerly Green Pennant Award)		
Corstorphine Walled Garden	West	2009

Appendix 2: Percentage of Parks meeting or exceeding the Edinburgh Minimum Standard

Neighbourhood	No of Parks	2010	2011	2012	2013	2014	91% Target Met
City Centre & Leith	19	64%	67%	79%	79%	74%	No
East	22	67%	80%	76%	91%	91%	Yes
North	15	67%	86%	93%	100%	93%	Yes
South	23	68%	87%	96%	91%	100%	Yes
South West	30	69%	81%	90%	93%	90%	No
West	28	69%	89%	100%	96%	93%	Yes
Citywide	137	68%	82%	90%	92%	91%	Yes

Appendix 3: Park Results

City Centre & Leith Neighbourhood

Park Name	Classification	Bandwidth
Bellevue Crescent Gardens	Garden	Fair
Calton Hill	Premier Park	Fair
Dalmeny Street Park	Community Park	Very Good
Dunbars Close Garden	Garden	Excellent
Gayfield Square	Garden	Good
Granny's Green	Garden	Fair
Henderson Gardens Park	Community Park	Good
Hillside Crescent Gardens	Garden	Good
Hopetoun Crescent Gardens	Garden	Excellent
Keddie Park	Community Park	Fair
Leith Links	Premier Park	Fair
London Road Gardens	City Park	Very Good
Montgomery Street Park	Community Park	Very Good
Pilrig Park	Community Park	Very Good
Princes Street Gardens East & West	Premier Park	Good+
Redbraes Park	Community Park	Very Good
Regent Road Park	Community Park	Very Good
St Mark's Park	Community Park	Very Good
Taylor Gardens	Garden	Good

East Neighbourhood

Park Name	Classification	Bandwidth
Abercorn Park	Community Park	Excellent
Baronscourt Park	Community Park	Good
Bingham Park	Community Park	Good
Brighton Park	Community Park	Very Good
Brunstane Mill	Natural Park	Good+
Cairntows Park	Community Park	Good
Craigmillar Castle Park inc Hawkhill Woods	Natural Park	Very Good
Figgate Burn Park	Community Park	Excellent
Hays Park	Community Park	Fair
Hunters Hall Park (JKC)	City Park	Fair
Jewel Park	Community Park	Very Good
Joppa Quarry Park	Community Park	Very Good
Lochend Park	Community Park	Excellent
Magdalene Glen	Community Park	Very Good
Meadowfield Park	Community Park	Excellent
Meadows Yard	Natural Park	Very Good
Newcraighall Park	Community Park	Very Good
Portobello Community Garden	Community Park	Excellent
Rosefield Park	Community Park	Excellent
Seafield Recreation Ground	Recreation Ground	Good
Sir Harry Lauder Garden	Garden	Very Good
Straiton Place Park	Community Park	Very Good

North Neighbourhood

Park Name	Classification	Bandwidth
East Pilton Park	Community Park	Very Good
Easter Drylaw Park	Community Park	Very Good
Granton Crescent Park	Community Park	Very Good
Gypsy Brae Recreation Ground	City Park	Good
Inverleith Park	Premier Park	Good
King George V Park (Eyre Place)	City Park	Very Good
Muirhouse Millennium Linear Park	Community Park	Good
Orchard (Brae) Park North & South	Community Park	Very Good
Ravelston Park	Community Park	Excellent
Ravelston Woods	Natural Park	Very Good
Rocheid Path	Natural Park	Very Good
Silverknowes Park	Recreation Ground	Very Good
Starbank Park	Community Park	Very Good
Victoria Park	City Park	Very Good
West Pilton Park	Community Park	Good

South Neighbourhood

Park Name	Classification	Bandwidth
Bauks View	Natural Park	Very Good
Braid Hills (inc golf courses)	Natural Park	Good+
Braidburn Valley Park	Community Park	Excellent
Burdiehouse Burn Valley Park inc Moredun Wood	Natural Park	Good+
Deaconess	Garden	Very Good
Drum Park	Community Park	Very Good
Ferniehill Community Park	Community Park	Excellent
Fernieside Recreation Ground	Recreation Ground	Very Good
Gracemount Community Park	Community Park	Good
Hermitage of Braid inc Blackford Hill & Pond	Natural Park	Excellent
Inch Park	City Park	Very Good
Liberton Park	Community Park	Very Good
Moredun Park (Gilmerton Park)	Community Park	Good
Morgan Playing Fields	Recreation Ground	Excellent
Morningside Park	Community Park	Excellent
Mortonhall Community Park	Community Park	Very Good
Nicholson Square	Garden	Very Good
Prestonfield Park	Community Park	Excellent
Prestonfield War Memorial	Garden	Excellent
Seven Acre Park (Alnwickhill)	Community Park	Excellent
St Katharine's Park (Liberton Gardens)	Community Park	Excellent
St Patrick's Square	Garden	Good
The Meadows and Bruntsfield Links	Premier Park	Good+

South West Neighbourhood

Park Name	Classification	Bandwidth
Blinkbonny Park	Community Park	Very Good
Bloomiehall Park	Community Park	Excellent
Campbell Park	Community Park	Good
Colinton & Craiglockhart Dells	Natural Park	Very Good
Colinton Mains Park	City Park	Very Good
Dovecot Park	Community Park	Good
Easter Craiglockhart Hill	Natural Park	Excellent
Fairmilehead Park	Community Park	Very Good
Gardner's Crescent	Garden	Good
Gorgie/Dalry Community Park	Community Park	Good
Hailes Quarry Park	Community Park	Excellent
Harrison Park	Community Park	Excellent
King George V Park (Currie)	Community Park	Very Good
Malleny Park	Recreation Ground	Good
Marchbank Park	Community Park	Very Good
Meadowspot Park	Community Park	Good
Muir Wood Park	Community Park	Excellent
Murieston Park	Community Park	Very Good
Paties Road Recreation Ground	City Park	Good
Pentland Hills Regional Park	Natural Park	Excellent
Pentland View Park	Community Park	Good
Ratho Park	Community Park	Very Good
Redford Wood	Natural Park	Fair
Redhall Park	Community Park	Good
Saughton Park	Premier Park	Fair
Sighthill Park	Community Park	Very Good
Spylaw Park	Community Park	Very Good
Stenhouse Place East Park	Community Park	Fair
Whinhill Park	Community Park	Good
White Park	Community Park	Very Good

West Neighbourhood

Park Name	Classification	Bandwidth
Allison Park, Kirkliston	Community Park	Very Good
Balgreen Park	Community Park	Very Good
Cammo Estate	Natural Park	Very Good
Clermiston Park	Community Park	Very Good
Corstorphine Hill	Natural Park	Very Good
Cramond Foreshore	Natural Park	Very Good
Cramond Walled Garden	Garden	Good
Davidsons Mains Park	City Park	Very Good
Drumbrae Park	Community Park	Very Good
Dundas Park, S Queensferry	Community Park	Good
Fauldburn Park	Community Park	Very Good
Ferry Glen & Back Braes	Natural Park	Good

Glendevon Park	Community Park	Very Good
Gyle Park	City Park	Very Good
Haugh Park	Community Park	Very Good
Inchcolm Park, S Queensferry	Community Park	Very Good
King George V Pk, S Queensferry	Community Park	Good
Lauriston Castle	Garden	Good
Parkside, Newbridge	Community Park	Very Good
Pikes Pool	Natural Park	Poor
Ratho Station Park	Community Park	Good
Ratho Station Recreation Ground	Recreation Ground	Good
River Almond Walkway	Natural Park	Good+
Riverside Park	Community Park	Very Good
Roseburn Park	City Park	Very Good
St Margaret's Park	Community Park	Excellent
Station Road Pk, S Queensferry	Community Park	Excellent
Union Park	City Park	Good

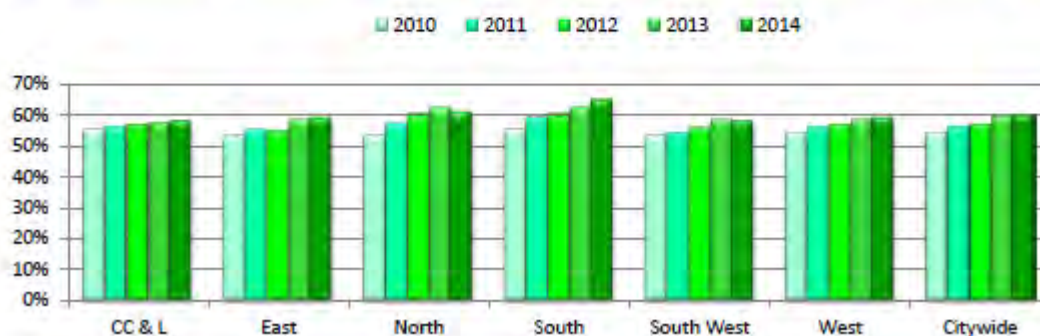
The tables and graph below and overleaf show the average PQS score over the last five years.

Classification

Classification	No of Sites	2010 Avg PQS	2011 Avg PQS	2012 Avg PQS	2013 Avg PQS	2014 Avg PQS	Trend
Premier Parks	6	63%	65%	65%	67%	66%	↓
City Parks	12	52%	58%	60%	61%	59%	↓
Comm. Parks	79	52%	54%	56%	58%	59%	↑
Rec. Grounds	6	46%	48%	49%	50%	52%	↑
Gardens	15	56%	57%	58%	58%	59%	↑
Natural Parks	19	60%	63%	65%	64%	65%	↑
Citywide	137	54%	56%	57%	59%	60%	↑

Neighbourhood Areas

Neighbourhood	No of Sites	2010 Avg PQS	2011 Avg PQS	2012 Avg PQS	2013 Avg PQS	2014 Avg PQS	Trend
CC & Leith	19	55%	56%	57%	57%	58%	↑
East	22	53%	55%	55%	58%	59%	↑
North	15	54%	57%	60%	62%	61%	↓
South	23	55%	59%	60%	62%	65%	↑
South West	30	53%	54%	56%	58%	58%	↔
West	28	54%	56%	57%	58%	59%	↑
Citywide	137	54%	56%	57%	59%	60%	↑



Classification of Edinburgh's Parks

Premier Parks: A small number consisting of high quality parks, offering a wide range of facilities aimed at international and national visitors as well as local and city-wide users. These will often be areas with significant resources of cultural or natural heritage and may themselves be of historical importance. Design quality should be optimal and unique to each park. Standards of maintenance should be very high thus dictating the need for designated site-based maintenance teams. The overall impression should bear comparison with the best regarded parks anywhere in the world.

Natural Heritage Parks: These are generally large areas, the functions of which are determined by topography and ecology. In the main, these parks will tend to be dominated by woodland but also include coastal areas with topographical features such as hills and river valleys. The semi-natural character of these parks means that management for biodiversity is of fundamental importance, many of which are designated or proposed Local Nature Reserves, Urban Wildlife Sites or Sites of Interest for Nature Conservation as defined in the Edinburgh Urban Nature Conservation Strategy and Local Plans. Therefore, these areas are well suited to informal environmental education. Access is likely to be via car hence they will generally include designated car parking areas within their boundaries.

City Parks: Parks providing facilities that are used by people who may live anywhere in the city. These are likely to be larger in size and the facilities provided will be more specialised, with many including sports pitches and other formal facilities. However, these parks may also function as the Community Park for some people by virtue of their location and the absence of other smaller areas. Access will be by car, bus, bicycle or on foot.

Community Parks: Parks serving chiefly the people of a defined local area. These are generally smaller in area and the facilities provided are likely to be relatively simple. Functions should be determined as far as possible by consultation with users and potential users. Access to these parks will be mainly on foot or by cycle.

Gardens: generally small areas subject to intensive horticultural input, with some provision for passive recreation (generally seats) but no provision for other forms of recreation. Generally used for quiet enjoyment and relaxation.

Recreation Grounds: Areas used specifically for sporting activities.

Cemeteries

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Landfill and Recycling

Item number	7.13(a)
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.

Total waste arisings are 3% higher than the same period in 2013/14. A recent benchmarking review with other Scottish Local Authorities shows that this is consistent with current trends.

Waste sent to landfill in the period April - October is down 3.5% on the same period in 2013/14. The projected tonnage of landfill to year end is 129,000 tonnes. This would be a reduction of 2.7% on waste sent to landfill in 2013/14 but is 4000 tonnes higher than initially predicted for the financial year 2014/15.

The amount of waste recycled in the period April - October has increased by 1.2% over the same period in 2013/14.

Phase 1 of the new kerbside recycling service is showing a 60% higher recycling yield and 30% landfill waste reduction on the new routes.

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 commitments 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, including 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

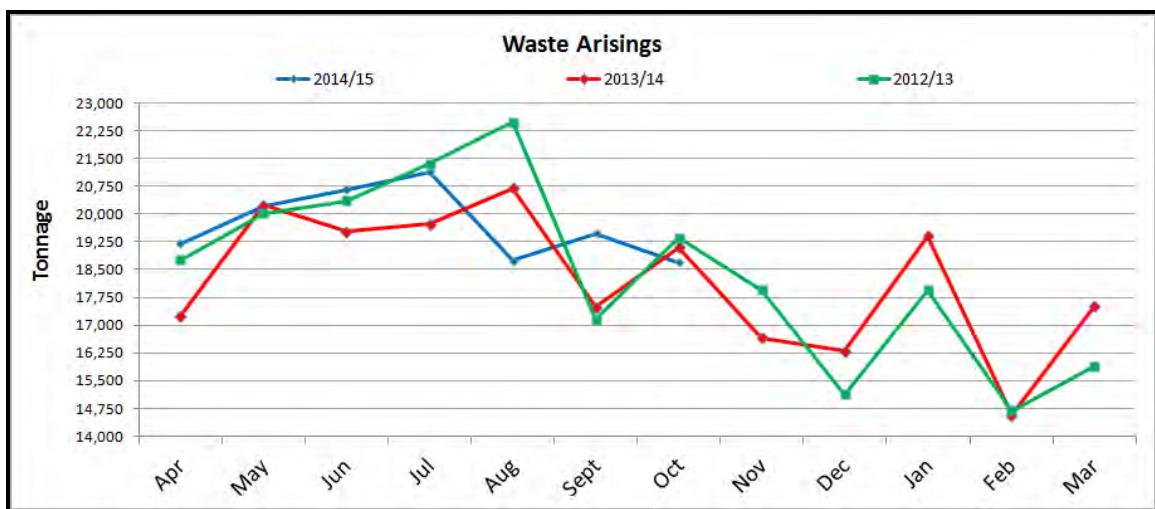
Waste Arisings

- 3.1 The tonnage of total waste has been falling in recent years, with consistent reductions in waste arisings experienced since 2010/11 (Table 1). Given this recent pattern, it was anticipated that waste arisings would fall by approximately 2.2% in 2014/15.

Year	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 (predicted)	2014/15 (forecast)
Tonnage total waste (waste arisings)	235,162	230,576	228,883	221,084	218,481	213,693	221,000
% change		-2.0%	-0.7%	-3.4%	-1.2%	-2.2%	3.4%

Table 1: Waste arisings 2009 onwards

- 3.2 However, this year to date (April to October), waste arisings are currently 3% higher than for the same period in 2013/14 (Chart 1). A recent benchmarking review with other Scottish Local Authorities has highlighted that this change from a pattern of decreasing waste arisings, is consistent with current trends, with a number of Local Authorities reporting either static or increasing waste arisings this financial year.
- 3.3 Although it is difficult to identify the specific reasons for the increase in waste being collected, a number of factors may be contributing to this, including the economic recovery, and the possible increase in the misuse of domestic bins by traders as a result of recent legislation requiring waste to be segregated. The latter may require increased enforcement action to tackle any misuse. Discussions will also be held with other local authorities and relevant agencies, to consider the experiences of other Councils and identify reasons for increases in waste being collected across the country.
- 3.4 It is now predicted that end of year waste arisings will be greater than the 218,481 tonnes recorded in 2013/14, and year end waste arisings of 221,000 tonnes are forecast. This is approximately 7,300 tonnes more than anticipated prior to the start of financial year 2014/15 (Table 1). Whilst this anticipated increase has negatively impacted on the original estimate for landfill tonnage, a reduction on landfill tonnage compared to 13/14, and an increase in the recycling rate, is forecast.



Year	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
2012/13	18,762	20,015	20,352	21,365	22,483	17,148	19,347	17,951	15,126	17,954	14,681	15,900	221,084
2013/14	17,250	20,231	19,529	19,726	20,699	17,490	19,102	16,658	16,306	19,405	14,562	17,522	218,481
2014/15	19,207	20,224	20,660	21,144	18,746	19,466	18,692						
% difference	10.2%	0.0%	5.5%	6.7%	-10.4%	10.2%	-2.2%						

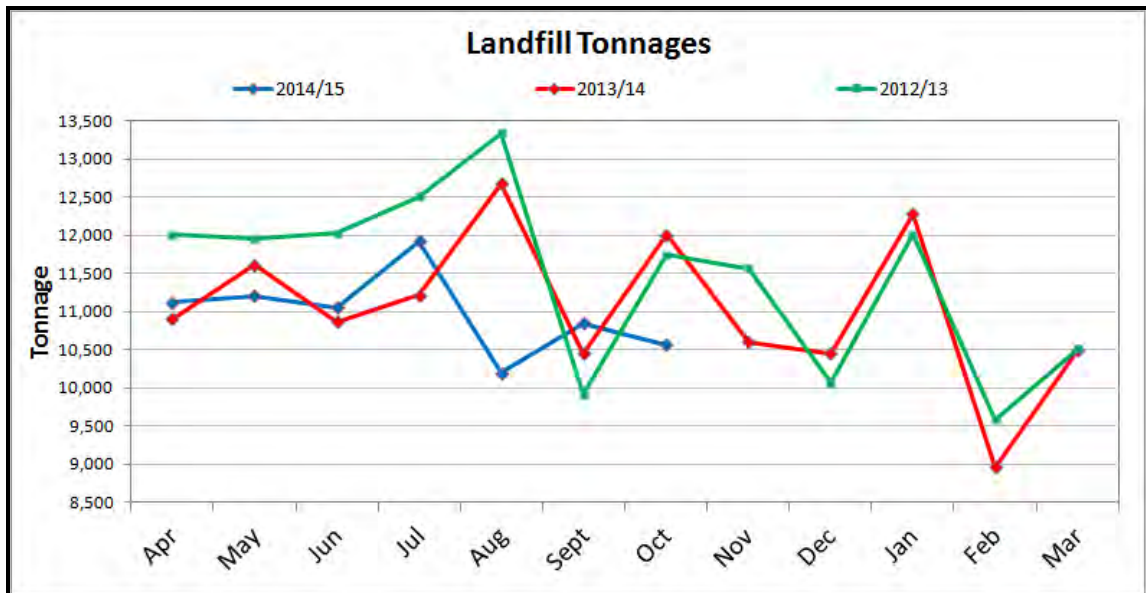
Chart 1 – Waste arisings 2012/13 – 2014/15

Landfill Waste

- 3.5 Landfill tonnage to date (April to October 2014) is 76,932 tonnes. This is a reduction of 2,826 tonnes, or 3.5%, on the same period in 2013/14 (Table 2).
- 3.6 The projected tonnage of landfill to the year end, taking into account seasonal fluctuations, is 129,000 tonnes. This would be a reduction of 2.7%, or 3,564 tonnes on the year 2013/14. However, due to anticipated year end increases in waste arisings, it is above the 124,956 tonnes initially predicted for financial year 2014/15.

	YTD Apr-Oct 2014	YTD Apr-Oct 2013	YTD Apr-Oct Difference		14/15 Pledge Target	14/15 Year End Forecast	13/14 Year End Actual	Forecast difference to 13/14	
			Tonnes	%				Tonnes	%
Landfill	76,932	79,759	-2,826	-3.5%	118,000	129,000	132,564	-3,564	-2.7%

Table 2: Landfill Tonnages – actual YTD and anticipated 14/15



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	10,849	10,566					
% difference	1.9%	-3.6%	1.8%	6.3%	-19.5%	3.8%	-12.0%					

Chart 2: Landfill comparison by month and year

Recycling

- 3.7 The percentage of waste recycled (including street sweepings) between April and October 2014 was 41.6% compared to 40.4% 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 40.6%, a 1.3% increase over the 39.3% achieved in 2013/14.

	YTD 2014 (Apr-Oct)		YTD 2013 (Apr-Oct)		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	57,629	41.6%	54,268	40.4%	3,361	1.2%

Table 2: Percentage of waste recycled 2013/14 & 2014/15

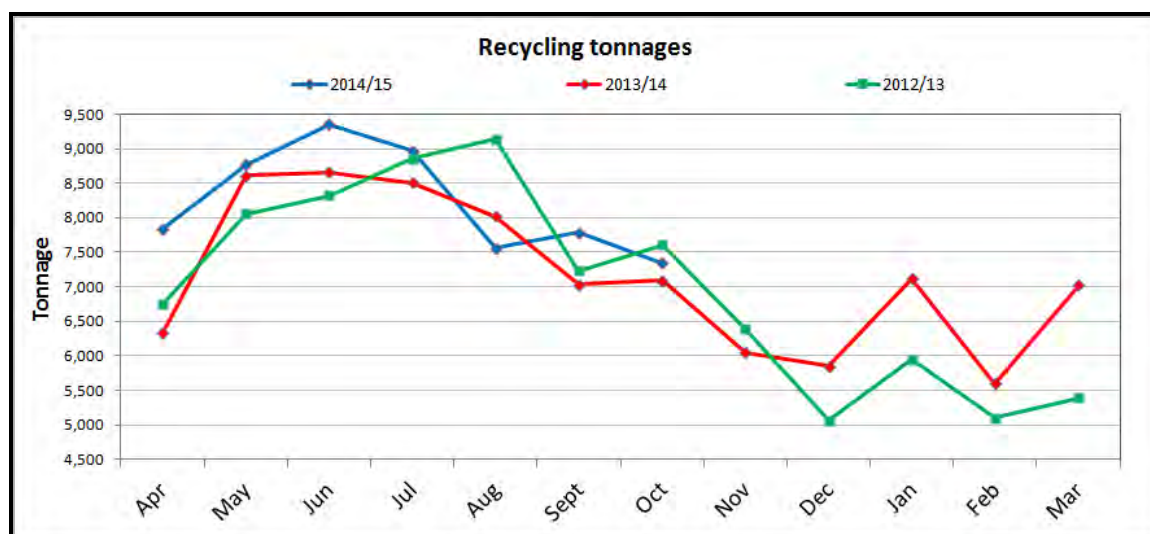


Chart 3: Recycling Tonnages 12/13, 13/14 & 14/15

- 3.8 The first two phases of a five phase programme to roll out a new kerbside bin and box recycling service (a replacement to the existing red and blue box service) to 140,000 residents has commenced. This is a major change to recycling provision in the city, with the first phase rolled out to 20,000 households in September 2014 and the second phase to a further 20,000 households in November 2014.
- 3.9 The new bin/box service simplifies the recycling process for kerbside residents and increases the range of materials collected. The full roll-out will be completed by October 2015. 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 new service has commenced.

- 3.10 As can be seen in Chart 5, residents have engaged positively with the new service and participation has increased as householders have become more familiar with it. In October, the first full month of the new service, an average of 71% of all households in Phase 1 presented their recycling bin. Further, initial data suggests that recycling yields for the new service are 60% higher than when residents were using red and blue boxes; with recycling yields increasing from an average of 1.9kg/hh/wk to between 3 and 3.5kg/hh/wk following introduction of the new service. More information regarding the engagement work undertaken with householders is detailed in section 9.1.

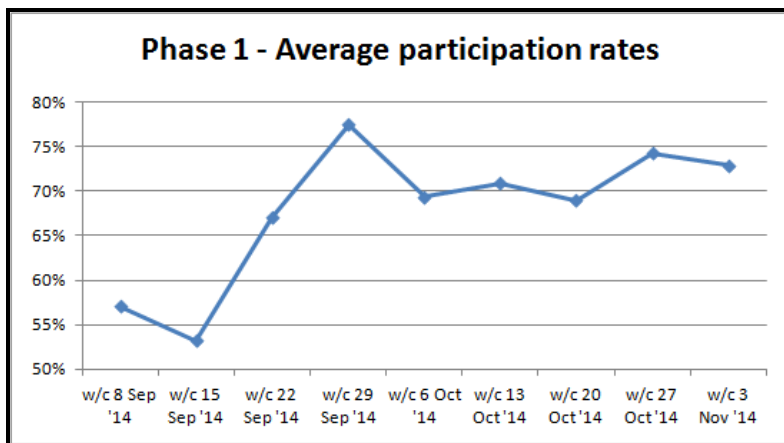


Chart 5: New recycling service participation rates

- 3.11 As part of the new kerbside recycling service, a new 140 litre landfill wheeled bins has been introduced to households across the Phase 1 and Phase 2 refuse routes. Early indications are that this is having a positive effect on reducing landfill, with landfill tonnages reducing by 30% since the start of the service on the new recycling routes in Phase 1, from an average of 7.7kg per household per week to 5.3kg (Chart 6).

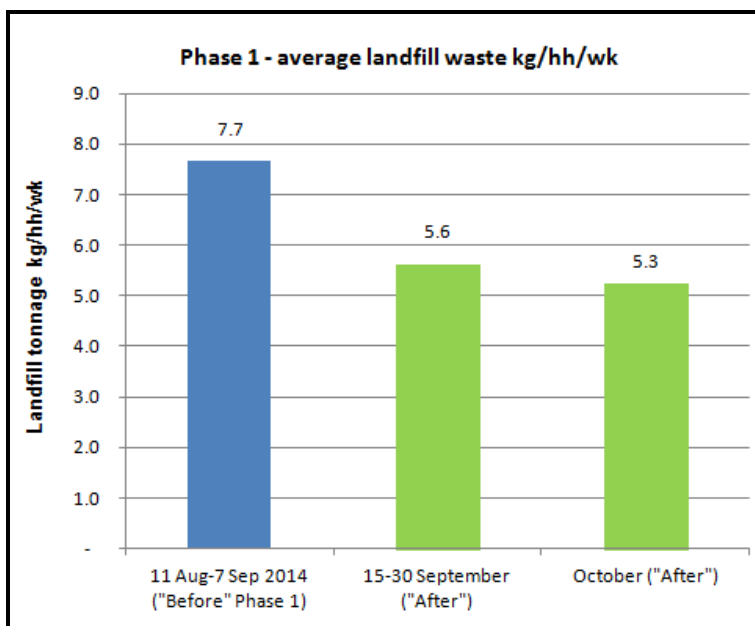


Chart 6: Average landfill reduction, new recycling service routes

3.12 Table 3 provides further details on the overall recycling tonnage collected for the period April to October, broken down by recycling collection scheme.

Scheme	Apr- Oct 2014/15	Apr - Oct 2013/14	YTD Difference	% difference
Kerbside Blue/Red Boxes	8142	8444	-301	-3.6%
Kerbside New Recycling Service	397	n/a	397	n/a
Garden Waste	18778	15960	2818	17.7%
Food Waste	3255	2921	335	11.5%
Recycling Banks (textiles, books, glass & paper banks)	3972	4029	-56	-1.4%
Packaging Banks	2133	1837	297	16.1%
Communal Paper bins	1091	1147	-57	-4.9%
Trade	2291	2670	-379	-14.2%
CRC	12823	12313	510	4.1%
Special Uplifts	2437	1951	486	24.9%
Other	289	325	-36	-11.2%
Street Sweepings	2019	2671	-652	-24.4%
Total Recycling	57629	54268	3361	6.2%

Table 3: Year to date (April - August) recycling by collection scheme 2014/15 & 2013/14

- 3.13 Year to date, food waste has continued the increase experienced in recent months and has shown an 11.5% 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.
- 3.14 A large increase has been recorded against kerbside collected garden waste compared to 2013. There has been a particularly high demand for the service this year, and the tonnage of waste collected is 17.7% greater than for the same period last year (April to October).
- 3.15 On street packaging recycling has also shown an increase in use, with tonnage increasing by 16.1%.
- 3.16 Community recycling centres (CRC) have experienced a 4.1% increase in recycled tonnage to date. It was anticipated that a new contract to extract recyclable materials deposited in the residual (landfill) waste skips at CRC sites would increase the recycling tonnage by 2750 tonnes this financial year. However, the amount of recyclable material in this waste stream is not as high as anticipated, and it is now forecast that 1200 tonnes will be recycled via this

contract that would, in previous years, have been sent to landfill. The contractor is able to process 90% of the remaining residual waste as refuse derived fuel. Whilst this does not contribute to recycling rates, it does divert waste from landfill.

3.17 This Committee 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.

- 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.
- 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

3.18 Weekly complaint numbers since 2012 are detailed in Chart 7. The service experienced an increase in complaints in August 2014, due to a rise in complaints regarding 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 11 August 2014. The food waste service in particular suffered from disruption and experienced high complaint volumes due to a number of factors which included shift changes for crews.

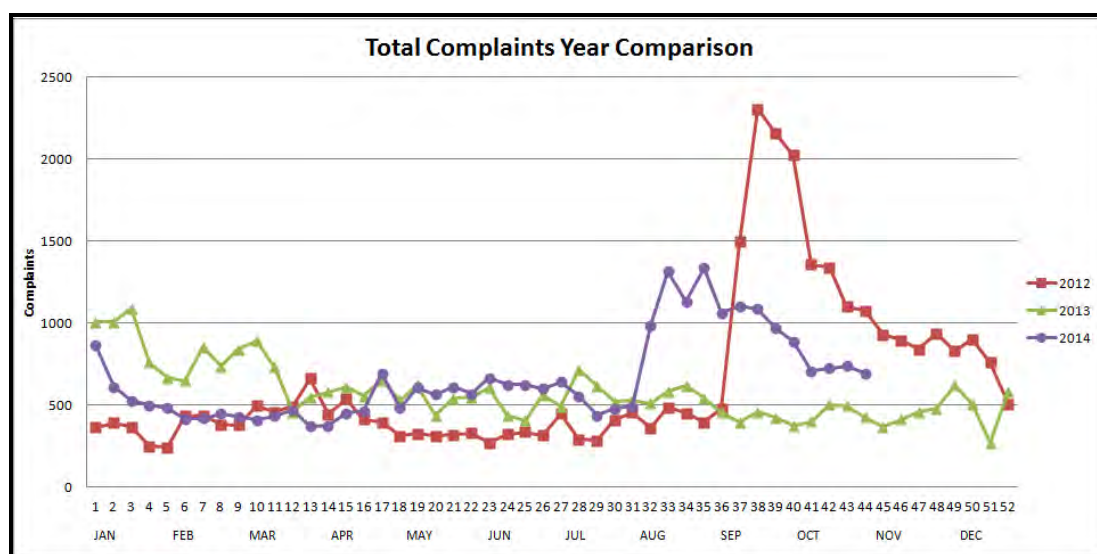


Chart 7: Total complaints per week 2012 – 2014

- 3.19 On average between April and October 2014, there were 721 complaints a week, 38% more than for the same period last year. With approximately 460,000 collections a week, this translates to 0.16% of collections resulting in a customer complaint.
- 3.20 The service has implemented the following measures to reduce complaint numbers:
- each waste collection service is monitored on a daily basis to ensure that critical, route specific issues which are causing disruption are identified and addressed quickly;
 - an additional resource is utilised to assist food collections when required. A dedicated crew has been resourced to deal with missed collections and reduce waiting times; and
 - repeat complaints into the service are monitored on the day of collection by front line supervisors to ensure continuity of service and to reduce the need of further escalations.
- 3.21 It is anticipated that by implementing these measures there will be a reduction in complaint numbers and a continued improving picture over the next few months. This should ensure that the current decreasing trend in complaint numbers (Chart 7) will be maintained.

Measures of success

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

Financial impact

- 5.1 Although the tonnage of waste landfilled is forecast to exceed the budget target, the end of year landfill tonnage is predicted to reduce by 2.7% compared to 2013/14 performance.
- 5.2 Officers are working to implement budget management measures to offset and mitigate any overspend.

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. Support for the first two phases of implementing the new service to 40,000 households has included comprehensive targeted communications for residents, briefings for key stakeholders and community groups, events, and door to door engagement. As of November, the service has engaged with more than 665 people through a series of 30 events in areas of the new service.
- 9.2 Communications on the new recycling service have been well received by residents and a survey carried out in November for residents on Phase 1 found that 82% agreed or strongly agreed that the information that they received about the new service was easy to understand. Of the 188 respondents, 79% agreed or strongly agreed that the new service has made it easier for them to recycle
- 9.3 On routes in the second phase of the roll-out, recycling advisors have been working along side crews on both the recycling and residual routes. This has assisted the service in dealing with any immediate issues householders may have and accurately identifying householders who would benefit from further guidance in utilising the new recycling service fully. More than 2000 properties that were recorded as putting the wrong items in the recycling bin have been visited, to provide further advice and support.
- 9.4 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

N/A

John Bury

Acting Director Services for Communities

Contact: Andy Williams, Service Support Unit Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

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

10am, Tuesday, 13 January 2015

Attitudes to Recycling

Item number	7.13(b)
Report number	
Executive/routine	Routine
Wards	All

Executive summary

In order to engage with residents more effectively and to help increase recycling rates, Waste Services is using market research and surveys to better understand recycling attitudes across the city. With a target recycling rate of 50% for 2014/15, the service needs to ensure all campaigns and engagement on recycling is better targeted to the audience.

The Council has access to demographic data that has been used alongside resident surveys to help identify attitudes to recycling. This information has been used to target the recent food waste campaign which ran in March 2014. This campaign has helped contribute towards a 9.3% increase in tonnage being recycled from April to August 2014/15, compared to the same period the previous year.

The new recycling service, currently being rolled out, has also provided further opportunity to analyse customer satisfaction and the effectiveness of communications.

The aim of the research and evaluation is to create a targeted communications and engagement strategy that allows for more effective delivery of campaigns, to engage better with residents, and ensure the service is responsive to their needs.

Links

Coalition pledges	P49
Council outcomes	CO18 , CO23 , CO26
Single Outcome Agreement	SO4

Attitudes to Recycling

Recommendations

It is recommended that Committee:

- 1.1 notes the contents of the report; and
- 1.2 agrees for an updated communications and engagement strategy to be brought to Committee in Autumn 2015.

Background

- 2.1 Over the past year, Waste Services has been working towards improved customer profiling and evaluation to improve the communications and engagement with residents, in order to help increase participation in recycling, and enable the Council to achieve its recycling targets.
- 2.2 Primarily two exercises have been carried out which have enabled better data to be gathered on attitudes to recycling, through a door to door survey focussed on food waste recycling, and commercially available socio economic profiling data.

Main report

- 3.1 During November 2013, recycling advisors conducted a survey of attitudes to food waste recycling. Door knocking was conducted in specified areas of the city, generating a total of 1587 responses. Of these, 59% of properties responded that they used the kerbside service.
- 3.2 For 62% of respondents, direct mailing remained the most popular method of receiving information. E-mail (10%) and newspapers (13%) were the next most popular methods. Updates via social media was not very popular, although this remains a developing area.
- 3.3 Those participants that do recycle did so primarily due to environmental/social waste reduction issues (totalling 77%). Those that did not recycle justified this in a number of ways. The most common responses were a lack of bins, or that no food waste was generated in the household at all. Of the participants, 26% stated that they had no intention of becoming involved.

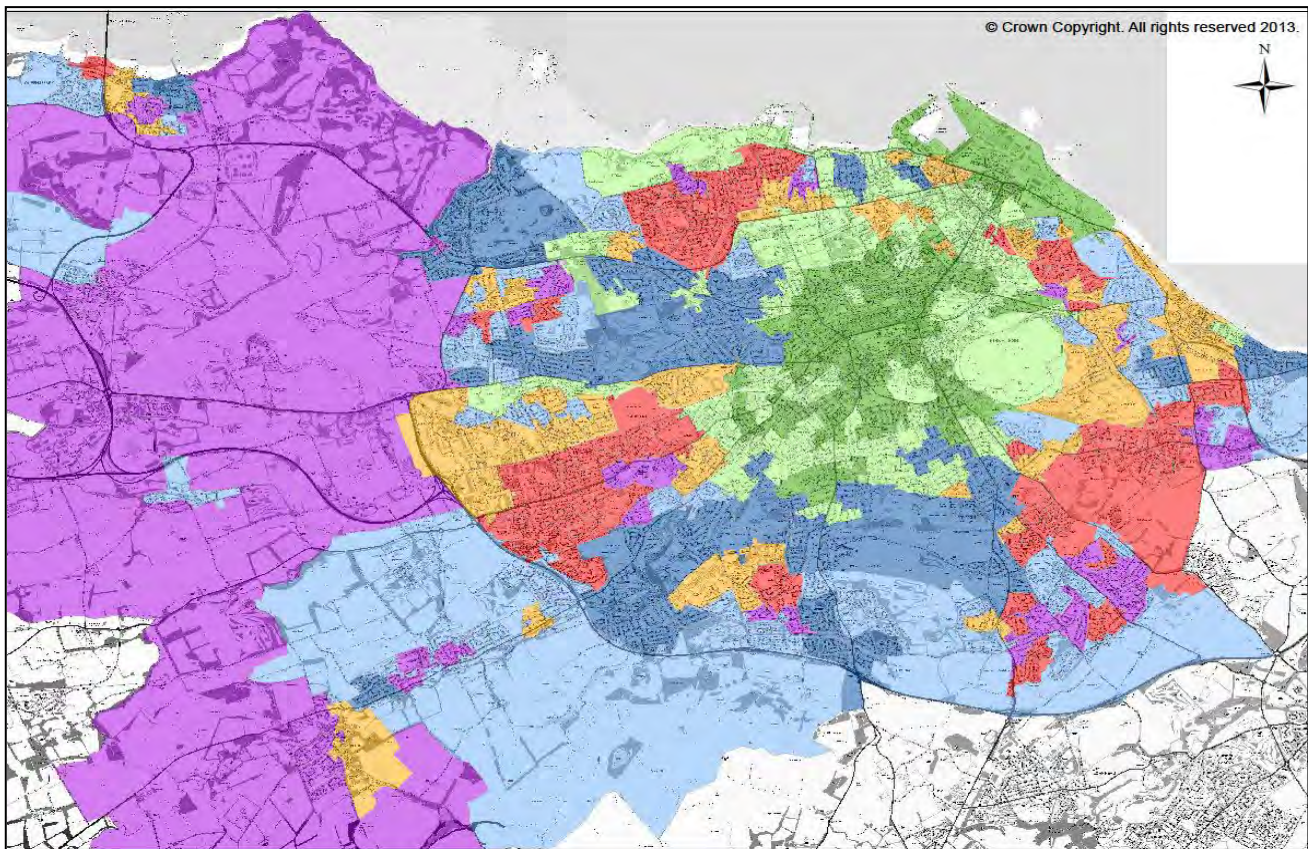
- 3.4 The results from the survey were used to plan the communications campaign that ran as two phases, in November 2013 and in March 2014. The first phase led with key messages on the environmental benefits of recycling food waste and the second phase focussed on what could be recycled and how. The intention was to raise awareness of what constitutes food waste, and also to respond to environmental concerns about waste. The tonnage of food waste recycled has increased by 9.3%. From April to August 2014/15, 2274 tonnes of food waste was recycled, compared to 2080 tonnes of food waste in the same period in 2013/14.
- 3.5 Throughout the campaign, a team of recycling advisors supported this with door to door engagement, as described above in 3.1, included surveys, visits to encourage recycling and ordering recycling kits. The table below shows the number of food waste bin requests, and the reasons for those requests, received from the streets that were door knocked from December 2013 through until March 2014.

Service (16/12/2013 - 12/03/2014)	New Service	Lost	Damaged	Stolen	TOTAL
Food Individual Bin Requests (Kerbside & Kitchen)	1121	964	439	123	2647
Knocked Streets	634	180	83	13	910
Percentage	57%	19%	19%	11%	34%

- 3.6 In March 2014, further sampling was carried out to analyse the attitudes to recycling using a combination of demographic profiling data and household type, to create the seven customer profiles listed below and shown in the map of the city.
- 3.7 Further customer evaluation of the new kerbside recycling service, which is being rolled out across the city, is currently being carried out. Alongside this, a further waste compositional analysis is taking place to ascertain what key recyclable materials are being put into landfill bins.
- 3.8 This research, coupled with the previous studies, will help to direct the future recycling and waste reduction campaigns. It will allow for much more targeted messaging to be produced, and use the most effective methods of communication and engagement suited to the audience.

Customer profile table and map

1	Younger, more single people, fewer children, strong positive attitude to recycling, average and higher incomes
2	Younger, more single people, fewer children, moderate positive attitude to recycling, less well-off than group 1
3	Income deprived, couples and single parents, many households have children, moderate negative attitudes to recycling
4	Younger, couples and single parents, mix of attitudes to recycling
5	Rich, more families but average age is older, strong sense of social responsibility so likely to recycle due to sense of duty to act and comply with society
6	Large households, more children, well-off, moderate sense of social responsibility so likely to recycle due to sense of duty to act and comply with society
7	Large households, more children, average incomes, rural and suburban areas, moderate negative attitudes to recycling



Measures of success

- 4.1 Increase in household recycling tonnage and customer satisfaction through household surveys of waste service projects.
- 4.2 Increase in understanding of communications on recycling to be measured through surveys.

Financial impact

- 5.1 Targeted communications and engagement programmes will help towards delivering savings through a reduction in landfill and increase in recycling.
- 5.2 No additional cost as the communications budget is already allocated as part of overall waste services budget.

Risk, policy, compliance and governance impact

- 6.1 Each campaign will undergo evaluation in order to ensure correct governance and minimise risk of running inefficient campaigns.

Equalities impact

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

Sustainability impact

- 8.1 Communications and engagement projects are expected to reduce waste and carbon emissions, increase recycling, reduce landfill and promote environmental awareness.

Consultation and engagement

- 9.1 All current and future projects will include consultation with staff, elected members and communities, to feedback and improve on practice.

Background reading/external references

None

John Bury

Acting Director of Services for Communities

Contact: Annabelle Rose, Community Engagement Manager

E-mail: annabelle.rose@edinburgh.gov.uk | Tel: 0131 469 5314

Links

Coalition pledges	P49 - Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill
Council outcomes	CO18 - Green – We reduce the local environmental impact of our consumption and production 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	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

EU Mayors Adapt

Item number	7.14
Report number	
Executive/routine	
Wards	All

Executive summary

Resilient Edinburgh, a Climate Change Adaptation Framework for the city until 2020, was approved by Committee on 28 October. It sets out Edinburgh's strategic approach to building resilience to the impacts of climate change. On 28 October, Committee also agreed to receive a report within one cycle on the potential benefits of signing up to the 'Mayors Adapt' initiative.

Mayors Adapt arises out of the EU Covenant of Mayors initiative. It commits European cities to developing a climate change adaptation strategy and/or fully integrating adaptation into relevant existing plans. As a signatory Edinburgh will not only be able to promote its existing work on climate resilience through a network of Adapt peer cities, but also learn from other European cities which are facing similar challenges.

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 Mayors Adapt, the Council may benefit from improved access to EU-wide resources and EU funding streams.

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

EU Mayors Adapt

Recommendations

- 1.1 To agree the Council becomes a signatory to the Covenant of Mayors Initiative on Adaptation to Climate Change, known as EU Mayors Adapt.
- 1.2 To note a climate change adaptation action plan will be developed and presented to Committee for consideration in Winter 2015.

Background

- 2.1 Following Council approval of Resilient Edinburgh - Climate Change Adaptation Framework 2014-2020, there is an opportunity for the Council to take this important agenda forward at a European level. The Covenant of Mayors Initiative on Adaptation to Climate Change, known as EU Mayors Adapt, is a development arising from the Covenant of Mayors Initiative.
- 2.2 The initiative was launched in March 2014 and to date 150 cities have signed up. In Scotland, Glasgow and Stirling councils have recently signed.

Main report

- 3.1 The principal Mayors Adapt commitment is for each member city to develop a comprehensive adaptation strategy, and/or fully integrate adaptation into relevant existing plans. As a signatory Edinburgh will not only be able to promote its existing work on climate resilience through a network of Adapt peer cities, but also learn from other European cities which are facing similar challenges.
- 3.2 Membership of Mayors Adapt requires cities to develop an adaptation strategy over the following two years or, as in Edinburgh's case following approval of its Adaptation Framework, to fully integrate adaptation into council strategies and plans. For Edinburgh, this means:
 - 3.2.1 developing a detailed city-wide adaptation action plan;
 - 3.2.2 fully integrating adaptation principles within city-wide resilience planning; and
 - 3.2.3 the inclusion of adaptation principles across city wide plans such the Local Development Plan.
- 3.3 Following submission of the adaptation strategy or action plan to Mayors Adapt, a progress report on implementation will be expected every two years thereafter. This reporting commitment complements the council's current reporting obligations as part of Sustainable Edinburgh 2020 and as a signatory to Scotland's Climate Change Declaration.

- 3.4 Mayors Adapt compliments both EU and national government policy on adaptation to climate change. Local authorities play a key role in implementing measures to mitigate and adapt to a changing climate. By joining the Mayors Adapt initiative, the City of Edinburgh Council and other participating local authorities from across Europe will benefit from mutual support and shared learning on local activities to tackle climate change, have a platform for cooperation, and be able to raise greater public awareness about adaptation and the measures that need to be taken.
- 3.5 Membership will also help to add weight to any Edinburgh bid for EU funding targeted at adaptation. Potential publicity and reputational benefits will also arise from the city's participation in the Adapt initiative.
- 3.6 Planning for climate change adaptation is a major element of the Council's sustainability agenda and the city's approach to building future resilience to the impacts of a changing climate. It is therefore proposed that the Council formally sign up to the EU Mayors Adapt initiative. The signatory in this case would be the city's Mayor-equivalent, which is the Leader of the Council.
- 3.7 The Leader of the Council would be required to sign a political commitment document. A link to the commitment is [here](#).
- 3.8 Following the approval of Resilient Edinburgh Climate Change Adaptation Framework, work on the development of a comprehensive action plan, in conjunction with city-wide stakeholders, has begun. This will be presented for committee approval towards the end of 2015 and would meet the Council's commitment as a signatory to the EU Mayors Adapt initiative to prepare a comprehensive Climate Change Adaptation Strategy.

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 Following approval of an Adaptation Framework for the city, delivery of an Adaptation Action Plan for 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.

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. Membership of the EU Cities Adapt Initiative helps provide 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, resilience to climate change will be a key component of the future sustainability of Edinburgh.

Consultation and engagement

- 9.1 Internal and external consultation, and collaboration with Adaptation Scotland and other agencies, was carried out for the development of Resilient Edinburgh Climate Change Adaptation Framework. By joining Mayors Adapt, this will increase engagement with European cities.

Background reading/external references

[Sustainable Edinburgh 2020](#)

Resilient Edinburgh: Climate Change Adaptation Framework 2014-2020

Resilient Edinburgh: Evidence Base and Risk Analysis

[Mayors Adapt – the Covenant of Mayors Initiative on Adaptation to Climate Change](#)

[Mayors Adapt – Political Commitment](#)

Alastair Maclean

Director of Corporate Governance

Contact: James Garry, Corporate Policy and Strategy Officer

E-mail: james.garry@edinburgh.gov.uk | Tel: 0131 469 3578

Contact: Fiona Macleod, Corporate Policy and Strategy Officer

E-mail: fiona.macleod@edinburgh.gov.uk | Tel: 0131 469 3513

Links

Coalition pledges	<p>P8, Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites</p> <p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P28 Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p> <p>P33 Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage</p> <p>P48 - Use Green Flag and other strategies to preserve our green spaces</p> <p>P50 Investigate the possible introduction of low emission zones</p>
Council outcomes	<u>CO8</u> , <u>CO10</u> , <u>CO14</u> , <u>CO15</u> , <u>CO16</u> , <u>CO18</u> , <u>CO19</u> , <u>CO20</u> , <u>CO21</u> , <u>CO22</u> , <u>CO23</u> , <u>CO26</u>
Single Outcome Agreement	<p>SO1 Edinburgh's Economy Delivers increased investment, jobs and opportunities for all</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	None.

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Tree for Every Child Scheme

Item number	7.15
Report number	
Executive/routine	
Wards	All

Executive summary

The purpose of this report is to respond to a request from the Transport and Environment Committee of 14 January 2014, in relation to the 'Trees in the City' Policy & Action Plan, and specifically the Tree for Every Child proposal.

Additional information requested by Committee on trees in proximity to housing, and the sustainable disposal of felled trees, is also contained within this report.

Links

Coalition pledges	P33 , P48 , P50
Council outcomes	CO19
Single Outcome Agreement	SO1 , SO2 , SO4

Tree for Every Child Scheme

Recommendations

It is recommended that Committee notes;

- 1.1 the progress in developing the Tree for Every Child scheme; and
- 1.2 that a further update report will be brought back to the committee in Autumn 2015.

Background

- 2.1 At its meeting of 14 January 2014, the Transport and Environment Committee approved the 'Trees in the City' Policy and Action Plan.
- 2.2 The policies and actions within 'Trees in the City' aim to guide the management of public trees and woodlands in Edinburgh, and to prioritise resources towards key actions.
- 2.3 The consultation on the 'Trees in the City' Policy and Action Plan also considered the issues raised in a motion by Councillor Booth, approved by the Transport and Environment Committee at its meeting on 27 August 2013.
- 2.4 The following motion by Councillor Booth was submitted in terms of Standing Order 16:
"Committee:
 - a) Notes that tree planting has educational, health, well-being and environmental benefits;
 - b) Notes that every year many trees are lost due to development, disease and age; Transport and Environment Committee – 27 August 2013 Page 16 of 16
 - c) Notes that according to information from the General Registers of Scotland and the City of Edinburgh Council Children and Families Directorate, around 5,600 children are born or adopted in Edinburgh each year;
 - d) Notes the success of "Plant a Tree for Every Child" schemes in many other parts of the world including in many towns and cities of the United States, as well as in towns and cities of Wales and England;
 - e) Agrees to receive a report on the costs, benefits and feasibility of establishing a city-wide scheme to plant a tree for every child born or

adopted in Edinburgh each year, including the feasibility of partnership working to deliver this.”

Decision;

- a) To approve the terms of the motion and that the issues raised would be considered as part of the overall consultation on the Tree and Woodland Action Plan.
 - b) To note that a report would be submitted to the Committee in 2 cycles which would include details of associated revenue and capital costs.”
- 2.5 The Report to Committee on 14 January 2014, ‘Trees in the City - Finalised Policy and Action Plan’, discharged the motion by including an analysis of the likely costs, benefits and delivery models of a ‘Tree for Every Child’ scheme.
- 2.6 At its meeting on 14 January 2014, Committee requested that:
- The Director of Services for Communities investigates the possibility of accessing external funding to implement a ‘Tree for Every Child’ scheme and explore other options taking such a scheme forward;
 - Contact is made with the Welsh Government to draw on their experience of setting up the Welsh ‘Tree for Every Child’ scheme;
 - Agreement that revenue and capital funding for ‘Tree for Every Child’ scheme in Edinburgh be considered as part of the budget process;
 - A further report identifying any particular areas of the city where problems have been identified in relation to trees in close proximity to housing;
 - Officers to include in the action plan, reference to the sustainable disposal of felled trees.
- 2.7 This report provides an update on the progress of these investigations.

Main report

A Tree for Every Child

- 3.1 ‘A Tree for Every Child’ involves the planting of a tree for every baby born in a particular city or part of the country, and is a variant of ‘Plant a Tree’ schemes. These have been growing in popularity in a number of different countries across the world as a means of raising awareness of climate change and combating carbon emissions. Many ‘Plant a Tree’ schemes operate on a self funding basis through donations and sponsorship.
- 3.2 There are a number of publicly funded ‘Plant a Tree’ schemes including the City of New York’s ‘Million Trees NYC’ project. This aims to plant one million street trees through a combination of planting by the city authority, providing trees free of charge to owners to plant outside their properties, and through requiring developers to plant trees as part of any new development. In the UK, the Mayor

of London's office is running a scheme to plant 10,000 street trees in conjunction with the Forestry Commission and Groundwork London. The Welsh Government launched its 'Plant' scheme in 2008, which aims to create new woodlands and a national forest by planting a sapling for every new baby born or adopted in Wales.

- 3.3 A city's tree population is not static. Many publicly-owned trees have to be removed because they become decayed and are rendered unsafe. Edinburgh is still partially dependent on trees planted in Victorian times for its treescape, and these are becoming increasingly elderly.
- 3.4 New trees need to be planted every year to make good losses. At present, although planting is carried out on a site-by-site basis, funded from Parks and Greenspace Capital allocation (where possible), or as part of site management plans. There is currently no overarching approach or budget to support tree planting.
- 3.5 The total number of trees felled/removed over the past 4 years is 3,892; an average of 972 per year. The total number of trees planted over the same 4 year period is approximately 800.
- 3.6 Over the past three years the Council has planted an average of 268 trees per year, far fewer than the number of trees it fells. This number is likely to be further limited in future years due to significantly reduced capital and revenue budgets. As detailed in 'Trees in the City', urban trees are a key component of the sustainable city of the future, and it is appropriate that the planting of trees be linked symbolically with the birth of future citizens.
- 3.7 Around 5,600 children are born or adopted in Edinburgh each year, which would be an appropriate number of trees to be planted in the city each year to sustain current tree numbers.

Planting locations would include streets, parks, gardens, schools, woodlands, and amenity land. The precise specification would vary from site to site, and the availability of sites will vary from year to year. For example, trees planted in parks tend to be larger and therefore more expensive at around £300 each. Street trees could cost substantially more depending on whether pavements need to be excavated, but a figure of £1000 per tree would be useful for budgeting. Trees planted in woodlands or schools would be smaller, costing less than £5 each, and are capable of being planted by adult volunteers, children, and young people.

- 3.8 An illustration of what could be achieved in a typical year is:
 - 15 extra-heavy standard trees in parks and gardens – mixed species;
 - 50 street trees – selected species and varieties;

- 5435 whips/saplings in woodlands, schools, gardens, and other green spaces – predominantly native trees.
- 3.9 Edinburgh’s ‘A Tree for Every Child’ initiative could begin with an event coinciding with National Tree Week, with the participation of communities and the engagement of partners such as the Woodland Trust. National Tree Week is organised by the Tree Council and is celebrated across the UK. It provides a focus for communities and schools to organise their own planting events. Normally it is held during the last week of November each year.
- 3.10 It will not be feasible to have each tree tagged with a child’s name or otherwise individually associated with a particular person. The administrative burden of managing such a scheme would be extremely onerous, and it would be impossible to offer certainty to parents or children on individual tree health or survival. If the scheme were to proceed, it is proposed that the tree planting is presented as a communal activity, in which the future benefits will be shared by all.

Possibilities for External Funding and Options for Taking the Scheme Forward

- 3.11 Edinburgh & Lothians Greenspace Trust has been asked to consider how a third-party fundraising initiative might operate, and has recommended that a professionally-branded campaign aimed at the general public with high visibility, and with a very clear Edinburgh focus, would be successful in encouraging businesses to offer financial backing. There would need to be a sliding scale of donation amounts / funding packages, and a very clear way that companies would be able to benefit in terms of publicity in return for their sponsorship.
- 3.12 In brief, the project would raise money for a dedicated fund for the ‘Tree for Every Child’ scheme, from which the Council (and others) could apply for resources to plant trees each year. The project would need a professional marketing campaign, requiring investment upfront. To this end, Edinburgh & Lothians Greenspace Trust has already secured £15,000 to cover:
- Marketing and design costs to produce professional imagery, messages and branding that appeal to a corporate audience;
 - Development of a business plan and marketing strategy;
 - Website, social media and advertising;
 - Engagement and networking with the target audience.
- 3.13 Proposed next steps are:
- Draw up a brief and commission a creative agency to devise the brand campaign material;
 - Work up a business plan to finalise the costs and different prices of the packages offered;
 - Work up a marketing strategy;

- Set a high-profile launch – ideally by Spring 2015; and
- Plan some initial photo opportunities / media opportunities during the 2015 tree-planting season.

Experience of the Welsh Government

- 3.14 The initial idea for its scheme came from a schoolgirl who wrote a letter to her Welsh Assembly member. The assembly decided it was a good idea and launched the scheme on 1 January 2008.
- 3.15 Birth information is data protected so requires prior agreement to contact parents directly. The Welsh Government has an agreement in place with the Statistics Office which handles all the birth data for Wales each month. The Statistics Office runs checks on the data for the Welsh Government and then issues a standard letter and certificate directly from their reprographics department.
- 3.16 The average birth rate for Wales is currently 35,000 a year. This requires the Welsh Government to have sites available for planting this many trees each year. None of the trees are identified but parents are informed where the tree is planted, or will be planted.
- 3.17 The main objectives of the project are:
- Plant a tree for every child born or adopted in Wales;
 - Send out a certificate and information about the tree and its location to parents;
 - Allow open access to the new woodland sites for recreation; and
 - Connect young children and families back to the environment.
- 3.18 The current overall budget for supporting the initiative is around £300,000 per year.

Agreement that funding be considered as part of the budget process

- 3.19 The 2014 – 2015 capital programme has been re-profiled and now includes £75,000 for tree planting on Council land (mainly Premier Parks). Any funding approved for 2015-16 and beyond will be allocated to the 'Tree for Every Child' proposal outlined in this report.

Identify particular areas of the city relating to tree problems in close proximity to housing

- 3.20 The process of identifying areas of the city with particular problems relating to trees in close proximity to houses was investigated. Several limitations were identified:
- The City of Edinburgh Council does not hold a full record of all trees within its ownership. The Council currently holds data for 55,000 individual trees;

- The Forestry Service database for recording trees, 'Ezytreev' does not record housing data and therefore cannot be interrogated to identify trees close to housing.
- 3.21 The number of enquiries received by the Forestry Service between October 2013 and October 2014 totalled 1,191. Further analysis of this figure shows that 760 of these related to light restriction, pruning requests and telephone, television and satellite interference. The largest number of enquiries (697) were for pruning. None of this data can be further interrogated to ascertain whether the request related to branches overhanging a road, cycle path etc. or whether the tree was in close proximity to a house.
- 3.22 The i-Tree Eco report 2011 estimates that Edinburgh has a total of 638,000 trees, a large proportion of which are the direct responsibility of the Council. If the annual enquiry rate relating to light restriction, pruning request, telephone, TV and satellite interference was scaled up to take into account the total estimated tree stock likely to be in proximity to housing and other man-made structures, this would equate to the Forestry Service responding to some 1,935 enquiries per year.
- 3.23 It is estimated that this would result in a 40% increase in works orders created on a yearly basis, which would require an additional £265,000 budget to administer and carry out the related tree works generated.

Include in the action plan reference to the sustainable disposal of felled trees

- 3.24 Reference to the sustainable disposal of felled trees has been included in the final 'Trees in the City' action plan, as detailed below.
- 3.25 Policy 10: Where practicable, all arisings (logs, branches etc) from tree works in high amenity areas will be removed and used in an environmentally sustainable manner. In woodland situations however, standing dead wood, logs and chippings may often be left on site, where this can be done safely, to enhance biodiversity and increase wildlife habitats.

Measures of success

- 4.1 The principle measure of success would be the number of trees planted annually in relation the number of children born; currently estimated at 5600 per year. In reality, the actual number of trees planted would depend on the level of income secured annually from commercial sponsorship and other sources.
- 4.2 A further measure of success is that more trees are being planted within the City of Edinburgh, alleviating the net annual decline currently prevailing.

Financial impact

- 5.1 The original estimated capital cost for the 'Tree for Every Child' proposal was £100,000 per annum, a sum that was not currently budgeted for. However, discussions with the Edinburgh & Lothians Greenspace Trust indicate that a scheme involving commercial sponsorship could be largely self-financing, and as such, be delivered at no additional cost to Council revenue or capital budgets.
- 5.2 Edinburgh & Lothians Greenspace Trust has estimated that it would welcome the City of Edinburgh Council providing around a 20%-25% "match" funding contribution. However, the Trust would not wish to see the scheme rejected on the grounds of Council contribution shortfall and would very much like to run the proposed initiative regardless, even at a reduced capacity.

Risk, policy, compliance and governance impact

- 6.1 Given that future Council budgets may not provide sufficient resources to enable tree planting, there is a risk that without the existence of a "Tree for Every Child" (or similar) scheme, the city's tree stock will diminish, particularly in parks, public spaces and streets.

Equalities impact

- 7.1 The scheme will result in an increased level of tree planting within the city. Some planting may be carried out using professional contractors but is likely that the scheme will provide a range of opportunities for communities to get involved with tree planting activities directly. It will be important that the range of tree planting activities offered are accessible to people of all abilities and socio-economic circumstances. An equalities assessment will be carried out in relation to any scheme delivered by the Council or partner agencies.
- 7.2 The impact on neighbouring land managers and property owners will be considered in relation to individual tree planting schemes.

Sustainability impact

- 8.1 The proposals in this report will help achieve a sustainable Edinburgh by ensuring that tree planting is delivered at a sustainable rate, and that the city's valuable tree resource is maintained. This will ensure the benefits that they will provide, in terms of carbon storage, sequestration, and pollutants removal from the atmosphere, will be optimised.
- 8.2 The results of the i-Tree Eco study carried out in 2011 suggest that the urban forest of Edinburgh is made up of 638,000 trees, which provide a tree canopy cover of 17% of the total land area. The structural value of Edinburgh's tree population is valued at £382 million. The i-Tree Eco model estimated that

Edinburgh's trees remove a total of 100 metric tonnes per year of ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter of less than 10 microns (PM₁₀) and sulphur dioxide (SO₂). This represents an estimated value in 2011 of more than £2.3 million. Edinburgh trees were estimated to store carbon with a non-traded value of at least £14.9 million in 2011, and were providing £484,689 per annum of non-traded value through net carbon sequestration. Using the same scenario, the total value of carbon stored in Edinburgh's trees would accrue to £35 million by 2050.

Consultation and engagement

- 9.1 A public consultation took place prior to approval of the 'Trees in The City' Policy & Action Plan. Discussions were held with the Welsh Government with regard to its Plant a Tree scheme. The Forestry Commission was asked for thoughts on a Scotland wide 'Tree for Every Child' scheme. Discussions were held with Edinburgh & Lothians Greenspace Trust on the potential sustainable funding opportunities for setting up a 'Tree for Every Child' scheme.

Background reading/external references

1. 'Trees in the City' - report to the Transport and Environment Committee, 14 January 2014:
http://www.edinburgh.gov.uk/download/meetings/id/41874/item_no_76_-_trees_in_the_city_finalised_policy_and_action_plan
2. 'Trees in the City' - report to the Transport and Environment Committee 4 June 2013: http://www.edinburgh.gov.uk/download/meetings/id/39388/item_7_15-trees_in_the_city
3. 'Trees in Council Ownership' - report to the Transport, Infrastructure and Environment Committee 13 September 2012:
http://www.edinburgh.gov.uk/download/meetings/id/36449/item_no_6_2-management_of_trees_in_council_ownership
4. 'Edinburgh and Lothians Forestry and Woodland Strategy' – report to the Planning Committee 4 October 2012, and Edinburgh and Lothians Forestry and Woodland Strategy 2012 – 17 (as an appendix to the above report):
http://www.edinburgh.gov.uk/download/meetings/id/36731/item_10_e_and_l_for_etry_and_woodlands_strategy_report
5. Scottish Forestry Strategy (Forestry Commission Scotland):
<http://www.forestry.gov.uk/sfs>
6. Central Scotland Green Network: <http://www.forestry.gov.uk/forestry/infd-82key5>
7. National Tree Week: <http://www.treecouncil.org.uk/community-action/national-tree-week>
8. Link to the webpage on the Welsh Government website
www.wales.gov.uk/plantatree

John Bury

Acting Director of Services for Communities

Contact: David Jamieson, Parks and Greenspace Manager

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

Links

Coalition pledges	<p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P48 - Use Green Flag and other strategies to preserve our green spaces</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020</p>
Council outcomes	<p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all</p> <p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Services for Communities Financial Monitoring: Period 9 2014/15 (based on period 8 data)

Item number	7.16
Report number	
Executive/routine	
Wards	

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 – balanced.
- Housing revenue account (HRA) – balanced.
- General fund capital budget – £1.6m slippage.
- HRA capital budget – £9m slippage.

These forecasts should be considered in the context of significant pressures and risks in both capital and revenue budgets.

Links

Coalition pledges	P30
Council outcomes	CO25
Single Outcome Agreement	SO4

Services for Communities Financial Monitoring: Period 9 2014/15 (based on period 8 data)

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 28 October 2014, Transport and Environment Committee considered a report on SfC's financial position at month 5 and the actions underway to address pressures.
- 2.2 This report provides an update on this position based on financial performance for the first nine months of the financial year.

Main report

General Fund Revenue Budget

- 3.1 At month 9, SfC continues to manage pressures of over £11m, which is almost 10% of its net budget of £128m. As reported at month 5, a range of measures are 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 a new Enforcement Service.
 - Shortfalls in 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. Achievement of this target will depend on the successful roll out of the redesigned kerbside recycling service currently underway.

- 3.4 In addition, although the budget is based on an average winter, an extended period of severe weather could place significant pressures on roads and property budgets.

Savings Implementation Plans

- 3.5 The SfC budget for 2014/15 includes £13.4 m of savings. Currently the Department is on track to deliver only £8.1m. The most significant shortfall relates to the iPFM internal improvement programme. In addition, there are shortfalls anticipated in procurement and fleet savings.

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 currently sufficient to balance SfC's pressures. However, given the scale and nature of the risks and pressures faced, maintaining a balanced position will be extremely challenging, especially if further risks materialise in the final quarter.

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 capital programme is forecast to slip by £1.6m against a revised budget of £95.7m. The Period 9 actual position shows 56% (£52.7m) of the forecast outturn has been spent to date.
- 3.11 The slippage reported is the net result of slippage and acceleration across a number of projects. Factors contributing to the position include revised cash flow projections for a number of roads, transport and public realm projects (£1.3m), reprofiling of a payment to Midlothian Council relating to the Zero Waste Project at Millerhill (£1.2m), delays due to consultation process for Neighbourhood Partnership improvement works (£0.5m), and uncertainties over the timing of land acquisition for Hermiston Park and Ride extension (£0.3m). This slippage is partially offset by acceleration of the Water of Leith Phase 2 (£0.3m) project and the Leith Walk Improvement Programme (£1.4m).
- 3.12 The HRA capital programme is forecast to slip by £9.0m against a revised budget of £43.1m. The Period 9 actual position shows 53% (£18.1m) of the forecast outturn has been spent to date.

- 3.13 The slippage in the HRA programme is due to over-programming and shortage of available contractors. In addition, efficiencies in procurement, project and contract management have contributed to the figure reported. This level of slippage is making a one-off contribution to savings in borrowing costs for the HRA. Savings in borrowing costs will be used to repay debt, reducing costs for tenants in the longer term.
- 3.14 An action plan is being developed to ensure better programming of capital expenditure in future years to reduce slippage. It should however be noted that investment priorities to provide new Council homes and to achieve Scottish Quality Housing Standards can still be achieved with this level of slippage.

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

Contact: Rebecca Andrew, Principal Accountant

E-mail: rebecca.andrew@edinburgh.gov.uk | Tel: 0131 469 3211

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

10.00am, Tuesday, 13 January 2015

Corporate Performance Framework: Performance from April 2014 to September 2014

Item number	7.17
Report number	
Executive/routine	Routine
Wards	All

Executive summary

This report provides an update on Council performance against the Transport and Environment strategic outcomes. The report is presented in line with an update on the Council's Performance Framework approved by Corporate Policy and Strategy Committee in June 2014, and contains an analysis of performance covering the period from April to September 2014.

Links

Coalition pledges

Council outcomes

[CO3](#)

Single Outcome Agreement

Corporate Performance Framework: Performance from April 2014 – September 2014

Recommendations

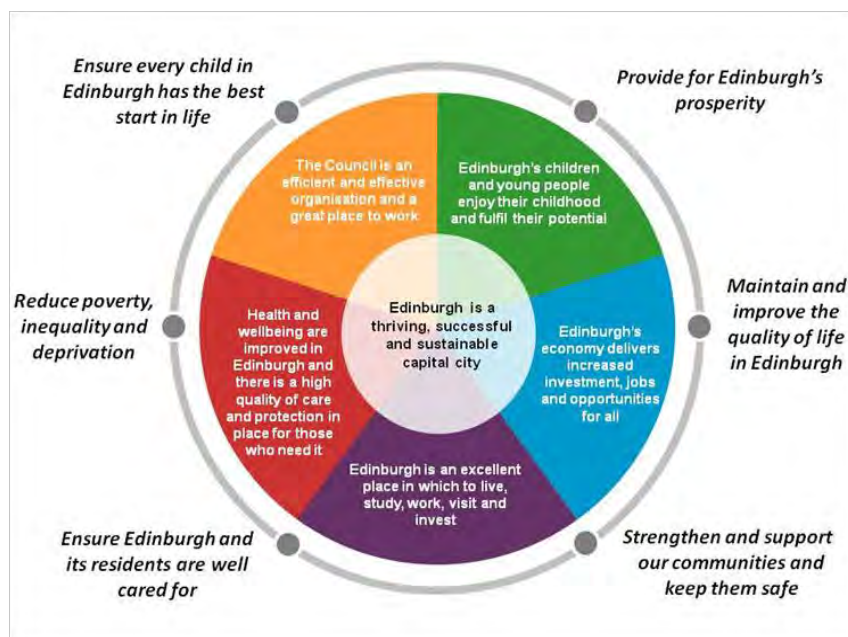
- 1.1 It is recommended that the Transport and Environment Committee notes the performance for the period from April to September 2014 and agrees the actions for improvement.

Background

- 2.1 The [‘Review of political management arrangements’](#) report to the City of Edinburgh Council, on 24 October 2013, approved a number of revisions to committee business. It was agreed by Council that performance monitoring, review, and scrutiny will be led by the Executive Committees on a bi-annual basis with oversight by the Corporate Policy and Strategy Committee.
- 2.2 This report provides an update on Council performance against the Transport and Environment strategic outcomes for the period from April to September 2014.

Main report

- 3.1 The Council’s Performance Framework is set out in the diagram below and takes account of the Council’s vision, five strategic outcomes and the six key Capital Coalition pledges.



- 3.2 This report provides a performance update under the Council outcome shown above: Edinburgh is an excellent place to live, study, work, visit and invest.
- 3.3 The Corporate Dashboard in [Appendix 1](#) provides an overview of performance in meeting these Council outcomes from April to September 2014. Further detailed information by indicator is provided in [Appendix 2](#).

Measures of success

- 4.1 This report provides detail on Council performance against delivery of transport and environment outcomes for the period from April to September 2014.

Financial impact

- 5.1 The financial impact is set out within the Council's Performance Framework.

Risk, policy, compliance and governance impact

- 6.1 Risk, policy, compliance and governance impact is integrated within the Council's Performance Framework.

Equalities impact

- 7.1 Reducing poverty, inequality and deprivation is integrated within the Council's Performance Framework.

Sustainability impact

- 8.1 The sustainability impact is set out within the Council's Performance Framework.

Consultation and engagement

- 9.1 Priorities and outcomes have been developed in consultation with stakeholders.

Background reading / external references

The [Council's Performance Framework](#) approved by Corporate Policy and Strategy Committee on 10 June 2014.

John Bury

Acting Director of Services for Communities

Contact: Jo McStay, Business Intelligence Manager

E-mail: jo.mcstay@edinburgh.gov.uk | Tel: 0131 529 7950

Links

Coalition pledges

Council outcomes CO3

**Single Outcome
Agreement**

Appendices

[Appendix 1: Corporate Dashboard](#)





[Appendix 2: Corporate Dashboard Indicator Detail](#)




Appendix 1: Dashboard April 2014 – September 2014

Edinburgh is an excellent place in which to live, study, work, visit and invest

Director's notes:

Recycling and Landfill The primary focus in 2014/15 is the introduction of a new kerbside recycling service to approximately 140,000 domestic properties. This is a major change to recycling provision, with the first of five phases rolled out to 19,000 households in September 2014. The new bin/box service simplifies the recycling process for kerbside residents and increases the range of materials collected. Phase 2 was rolled out to approximately 17,000 householders in November 2014, and the full rollout will be completed by October 2015. For those areas using the new kerbside service, there has been a 30% reduction in landfill waste, with homes now binning an average of 5kg of landfill waste a week compared to over 7kg before the change. It is expected that this landfill reduction will increase as residents become more familiar with the service and participation in the new recycling increases.



	Jul-14	Aug-14	Sep-14	Target
<u>Recycling</u>	42.4%	40.3%	40% 	52.1%
Recycling – Statutory Performance Indicator national average	42.5% Ranked 21 out of 32			-
<u>Amount of Waste landfilled (monthly)</u>	11,928	10,202	10,849 	9,521
<u>% of lighting repairs completed within 7 days*</u>	87.5% 	58.9%	46%	92%
<u>% of priority road defects repaired within 3 working days*</u>	98.2% 	89.9%	N/A*	92%
*Lighting Repairs and Road Defects results were temporarily affected by the recent Implementation of Confirm, when the two systems were run in tandem.				
Asset Management System. See performance notes below for further details and for the most recent performance (Nov 14).				



	Apr-Jun 14	Jul-Sep 14	Target
<u>Cleanliness of streets (CIMS)</u>	70	69 	72
Cleanliness of streets (LEAMS) - Keep Scotland Beautiful average	72 Ranked 20 out of 32		
<u>% of streets clean</u>	96%	94% 	95%
	2012/13	2013/14	Target
<u>Road condition index</u>	34.0%	35.6% 	33.2%

Appendix 2: Corporate Dashboard Indicator Detail


April 2014 – September 2014





3. Edinburgh is an excellent place to live, study, work, visit and invest

Indicator	Apr 14	May 14	Jun 14	Jul 14	Aug 14	Sep 14	Target	Status	Latest Note
% of Waste Recycled (Monthly)	40.8%	43.4%	45.3%	42.4%	40.3%	40%	52.1%		September's recycling rate of 40% is 12.1% below the seasonally adjusted monthly target. In September a new bin and box recycling service was rolled out, the first phase of a five phase rollout, with 19,000 households commencing the new service. The simplified service allows residents to recycle a wider range of materials at the kerbside and provides a greater recycling capacity. Early data is indicating that householders on the new service are recycling more, with on average in September 66% of householders participating. It is expected that participation levels and recycling tonnage will increase as residents become more familiar with the service.
Amount of Waste Landfilled (Monthly)	11,119	11,206	11,061	11,928	10,202	10,849	9,521		Landfill tonnage for September was 1328 tonnes above the target. As part of the new kerbside recycling service, where eligible, reduced capacity 140litre landfill wheeled bins have been introduced to households across 20 refuse routes. Early indications are showing that this is having a positive effect, with landfill tonnages reducing by an average of 30% in September on these new routes. As residents become more familiar with the new service it is expected that there will be further reductions in landfill tonnage on affected routes.
% of lighting repairs completed within 7 days	96.4%	100%	96.6%	87.5%	58.9%	46%	92%	TBC	Performance information was influenced in late summer, by the introduction of the new Confirm asset management system. The figures for August/ September are currently being reviewed, to ensure that staff are recording and closing off jobs accurately. Further training to be provided if required.
% of priority road defects repaired within 3 working days	73.5%	96.2%	94.2%	98.2%	89.9%	N/A	92%	TBC	Performance information is not available for September, as the original system and Confirm were run in tandem in that month resulting in inaccurate data due to duplication and/or non recording of data across both systems. Figures will be available from October onwards. The new system is now live and will provide consistent and accurate reporting for comparisons and benchmarking with other local authorities in Scotland.

Indicator	Apr-Jun 14	Jul-Sep 14	Target	Status	Latest Note
CIMS	70	69	72		Figures relate to street cleaning performance for September 2014 (2nd Quarter 2014/15).
% of streets clean	96%	94%	95%		The new Confirm system allows a monthly assessment of the types of enquiries being received regarding street cleanliness and allows key issues in specific areas/across the City to be targeted either by making changes operationally and/or running focussed/localised publicity campaigns. A key issue that has already been identified is fly-tipping & dumping with around 500 enquiries per month. The Open Space Strategy team is working with Neighbourhood teams to develop a project to look at different intervention methods (enforcement, infrastructure and education) to reduce fly-tipping & dumping. Funding of £120k has been approved by Zero Waste Scotland to deliver the project in four tenement areas in Edinburgh in 2014/15. The free National Collection Service for reusable items is now being promoted citywide through the various Council media channels.

[Back to corporate dashboard](#)

Indicator	Apr-Jun 14	Jul-Sep 14	Target	Status	Latest Note
Road condition index	34.0%	35.6%	33.2%		The Council budget for 2013/14 (capital and revenue) on road repairs and improvements was £33 million. However such are the demands on the City's Roads network that a new approach is being developed in order to achieve a sustained improvement in the condition of the roads network. This approach involves a more preventative approach based on using a different range of lower cost surface treatments across a greater number of roads and not just the ones that are in the worst condition. Road Services are currently identifying locations and alternative treatment methods in order to pilot this approach throughout the Summer 2015. This approach was reported to T& E in October 2014.

Key							
	PI is below target and tolerances.		PI is below target but within tolerances.		On target.		Data only.

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Public Utility Company Performance 2014/15 Quarter 2 (July, August and September 2014)

Item number	7.18
Report number	
Executive	
Wards	All

Executive summary

This report summarises the performance of Public Utility Companies (PUs) during the period July 2014 to September 2014 (Quarter 2), 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 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 2 (July, August and September 2014)

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the report and performance information shown in Appendix A, including the arrangements for securing an improved level of performance from all 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 period from July 2014 to September 2014.

Main report

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 Roads Authority issues a Notice of Failure to Achieve Performance (NFAP).
 - The undertaker responds with a formal Improvement Plan – Stage 1.
- 3.3 In the event that the PU does not achieve the required level of improvement, then:
- the Roads 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 and 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 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 Roads 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.
- 3.6 Where improvements are not achieved, an Improvement Notice/Stage 2 Improvement Plan shall be triggered.
- 3.7 As a result of the performance information gathered at the end of last year, and the first two quarters of this year, targets for improvement have been given to those PUs that have shown little or no improvement in their performance. NFAPs were issued in November 2014 to all PUs that had made no significant improvement by 30 September 2014. These PUs are Scottish Water, Scottish Power, SGN, Virgin Media and Openrech.

Inspections

- 3.8 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 their 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.
- 3.9 The two areas that are inspected and monitored closely are PU reinstatements and PU defective apparatus (manholes, toby covers, valve and inspection/access covers).
- 3.10 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.

Sample Inspections

- 3.11 The total number of sample inspections carried out in Quarter 2 was 463. The breakdown between each inspection type is shown in Table 3.11A in Appendix A. The average failure rate for all PUs is shown in Table 3.11B in Appendix A.
- 3.12 The percentage pass rate for each PU, at the end of Quarter 2, is shown in Table 3.12 and Graph 3.12 in Appendix A and is compared with the percentage pass rate at the end of Quarter 4 (2013/14) for the previous four years. The target pass rate for all PUs is 90%.
- 3.13 There has been an improvement in sample A and B inspection types in Quarter 2 compared to Quarter 1. However, there has been an increase in category C failures (2.7%) this quarter compared to Quarter 1. Over all categories there has been a 0.9% reduction in failures in Quarter 2 compared to Quarter 1 as shown in Table 3.11B.

Target Inspections

- 3.14 The number of target inspections carried out in Quarter 2, in addition to the above sample inspections, was 1,231. The breakdown between each inspection type is shown in Table 3.11A in Appendix A. The average failure rate for all PUs is shown in Table 3.11B in Appendix A.
- 3.15 There has been an improvement in Category B and C target inspection types in Quarter 2 compared to Quarter 1. Overall there has been a 0.2% reduction in failures in Quarter 2 compared to Quarter 1 as shown in Table 3.11B in Appendix A.

- 3.16 The total number of all inspections carried out in Quarter 2 was 3,819, as shown in Table 3.11A. The numbers carried out in each month of Quarter 2 is shown in Graph 3.16B in Appendix A. The total number of inspections carried out, compared with the same period last year, is shown in Graph 3.16A in Appendix A. From analysing the 3,819 inspections carried out, the average failure rate for reinstatements inspected was 12.7%, against a target of 10% as shown in Table 3.11B. This is an improvement of 15% from 27.7% at the end of 2013/2014.
- 3.17 The number of inspections carried out in Quarter 2 shows a decrease from the number carried out in the same period the previous year and is shown in Table 3.16A and 3.16B in Appendix A. This is the result of losing three of the six Inspectors. A recruitment exercise, to fill these posts, is currently underway.

Utility Defective Apparatus

- 3.18 The total number of outstanding defective apparatus at the end of Quarter 2 was 709. A breakdown for each PU is shown in Table 3.18 in Appendix A. This represents an increase of 28.2% when compared to Quarter 4 (2013/14) and an increase of 8.9% when compared with Quarter 1.
- 3.19 The PU with the largest numbers of defective apparatus continues to be Scottish Water (SW), with 556 items. A request for an Improvement Plan was issued to SW in October 2014. A request for an Improvement Plan was also issued to Openreach. An improvement is required from both PUs by the end of Quarter 3 (December 2014). A comparison of the three months in Quarter 2 is shown in Graph 3.19 in Appendix A.

Utility Defective Reinstatements

- 3.20 Every PU has seen a decrease in the number of outstanding defective reinstatements in Quarter 2. A breakdown for each PU is shown in Table 3.20 and Graph 3.20 in Appendix A. At the end of Quarter 4 (2013/14), the total number of outstanding defective reinstatements in Edinburgh was 637. At the end of Quarter 2 this reduced to 377, an improvement of 40.0%. SW continues to have the largest number of defective reinstatements, however, it has reduced this number by 51 (41.1%) since Quarter 4 (2013/14).
- 3.21 The inspections, as discussed in paragraph 3.16, 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.

Process to address shortfall in numbers of Inspections

- 3.22 To address the drop in the number of inspections created by reduced staffing levels, a streamlined process was adopted, as follows:
- Sample Inspections (Categories A, B and C) were given priority to ensure the Council met its statutory obligations.
 - Target Category C Reinstatement Inspections were carried out to ensure reinstatements were inspected within three months of the end of their guarantee period to ensure the responsibility and cost of any defect did not fall to the Council.
 - Follow-Up Defective Reinstatement Inspections were carried out every 17 days to ensure identified issues continued to be monitored.
 - Target Category B Inspections were reduced as they can be inspected at a later date as a Target Category C Inspection.
 - Follow-Up Defective Apparatus Inspections were not undertaken.
- 3.23 On completion of a satisfactory recruitment process, the regime will revert to the increased level of inspections.

Registration and Fixed Penalty Notices (FPNs)

- 3.24 All road works on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.25 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.
- 3.26 The comparison of registration failures for the Council's own works is shown in Graph 3.26 in Appendix A.
- 3.27 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 2 of 2014/15 is shown in Graph 3.27 in Appendix A. The total number of FPNs accepted by PUs in Quarter 2 was 126. A further 62 FPNs were accepted by other non-PU agents in relation to Road Occupation Permits eg skips, scaffolding, etc.

Actions

Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.28 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 to this Committee on 17 March 2015 in the Quarter 3 performance report.

Improvement Plans

- 3.29 Meetings have been held with Scottish Water, Scottish Power, SGN, Virgin Media and Openreach throughout the past 12 months to discuss poor performance. NFAPs were issued in November 2014, requesting Improvement Plans from each PU. The Improvement Plans should detail how they intend to address their poor performance in relation to signing, lighting and guarding and reinstatements. In addition to the formal NFAPs, informal Improvement Plans were requested to detail how each PU will address their poor performance in respect of outstanding defective apparatus failures and FPNs.
- 3.30 Monitoring the performance of all PUs has shown that little or no improvement has been made by any PU in addressing the number of outstanding defective apparatus.
- 3.31 All PUs are required to show a significant improvement in the number of outstanding defective apparatus by the end of Quarter 3. The details of how each PU will address this should be shown in their Improvement Plan and details will be provided in the report for Quarter 3.

Proposals for the coming year

- 3.32 Invitations to the future liaison meetings have now been extended to include Vodafone and Telefonica as well as the five main Utility companies (Scottish Water, Scottish Power, SGN, Openreach and Virgin Media).

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 March 2015.

Financial impact

- 5.1 The cost of carrying out inspections is offset by the charges levied from inspecting 100% of reinstatements. These inspections identify defective reinstatements during the two-year PU guarantee period, which are repaired at the PU's expense. If defects are identified outwith this period the cost of reinstatement would have to be borne by the Council.
- 5.2 The total value of charges levied and paid in respect of Sample and Repeat inspections to the end of Quarter 2 was £108,180.

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, Tram Team and all PUs.

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

Contact: Stuart Harding, Performance Manager

E-mail: stuart.harding@edinburgh.gov.uk | Tel: 0131 529 3704

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 2 - 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	35	200	228	-	463
TARGET INSPECTION	15	26	1,190	-	1,231
DEFECTIVE APPARATUS	-	-	-	24	24
DEFECTIVE REINSTATEMENT	-	-	-	1,749	1,749
INSPECTIONS RELATED TO CORING	-	-	-	189	189
OTHERS	-	-	-	163	163
TOTAL	50	226	1,418	2,125	3,819

Table 3.11B
Average fail rate for ALL PUs

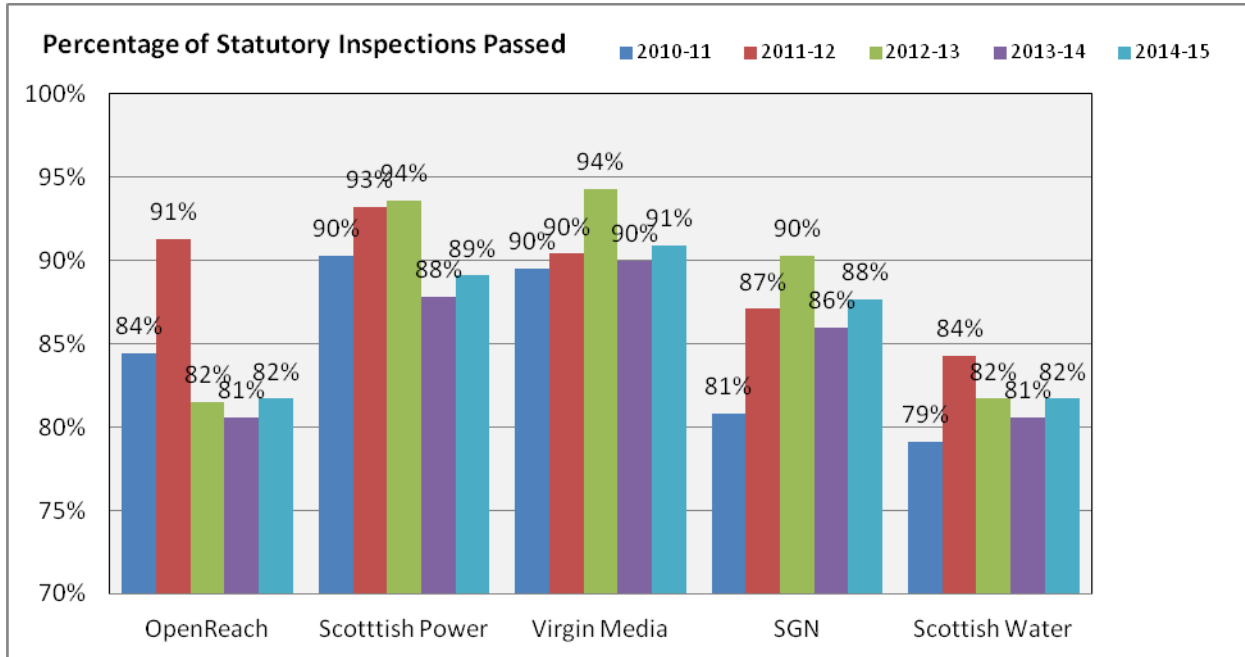
	No of Failures Q2	% Fail Rate Q1	% Fail Rate Q2	Difference Q1 to Q2
SAMPLE INSPECTIONS	104	14.7%	13.6%	-0.9%
Category A	26	20.8%	17.0%	-3.8%
Category B	51	27.7%	16.7%	-11%
Category C	27	6.2%	8.9%	+2.7%
TARGET INSPECTIONS	166	10.2%	10.0%	-0.2%
Category A	3	33.3%	33.3%	0%
Category B	54	25.3%	17.1%	-8.2%
Category C	110	17.0%	8.2%	-8.8%
DEFECTIVE REINSTATEMENTS	242	19.1%	12.7%	-6.4%

Table 3.12

The table below shows the average percentage pass rate for defective apparatus for each PU over Quarter 2. The target pass rate for all PUs is 90%.

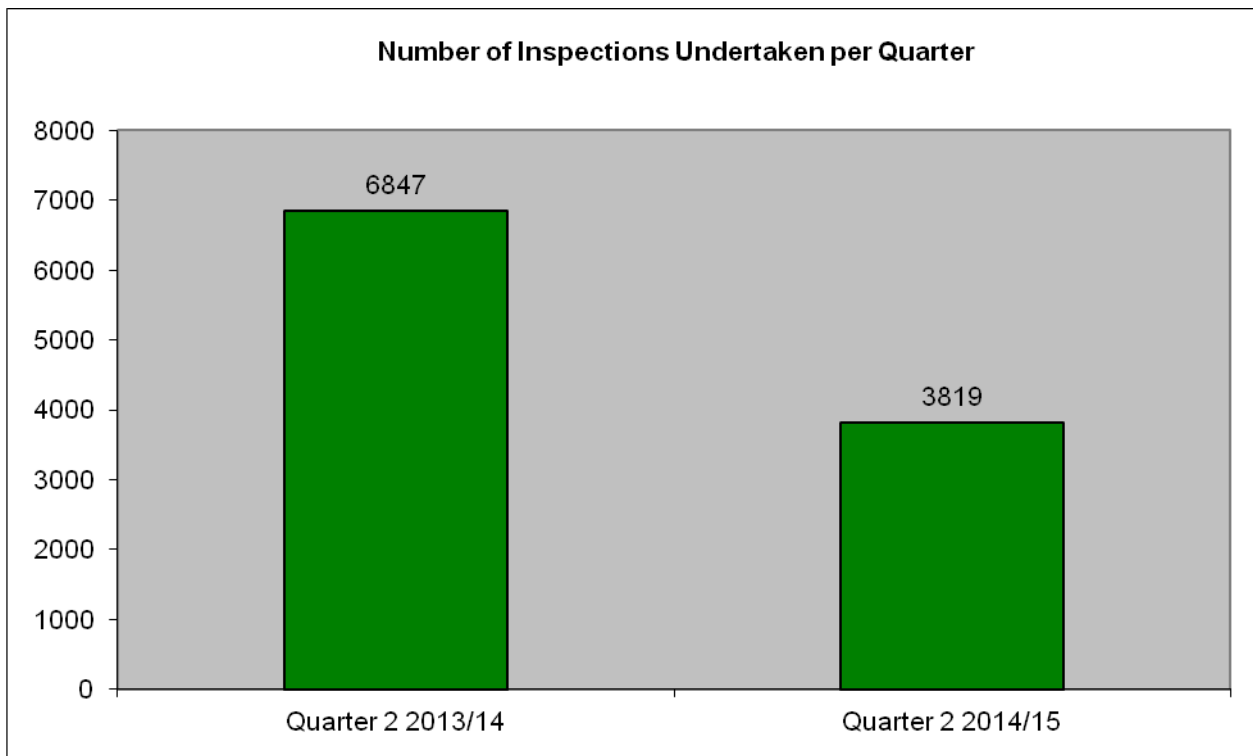
	Openreach	Scottish Power	Virgin Media	Scotland Gas Networks	Scottish Water
Pass Rate	82%	89%	91%	88%	82%

Graph 3.12



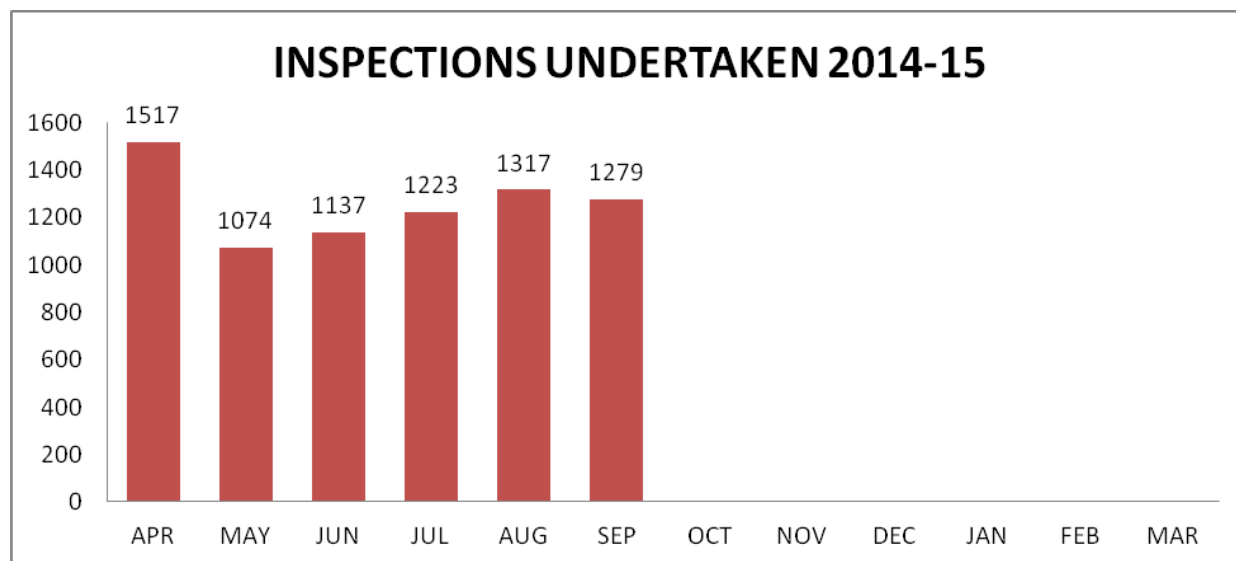
The target pass rate is 90%. All but one of the PUs failed to achieve this target in Quarter 2. The average pass rate for Quarter 2 was 86%. This is an improvement of only 1% since Quarter 4 of 2013/14.

Graph 3.16A



The reason for the decrease in the number of inspections compared to Quarter 2 last year is due to two Inspectors resigning and another on long term sickness. The total number of Inspectors has reduced from six to three for most of Quarter 2.

Graph 3.16B



3,819 inspections were carried out in Quarter 2. The target number of 20,000 inspections for the year may not currently be met due to the reduction in the number of Inspectors. A revised annual target is estimated to be 15,094 (based on figures achieved in the first six months).

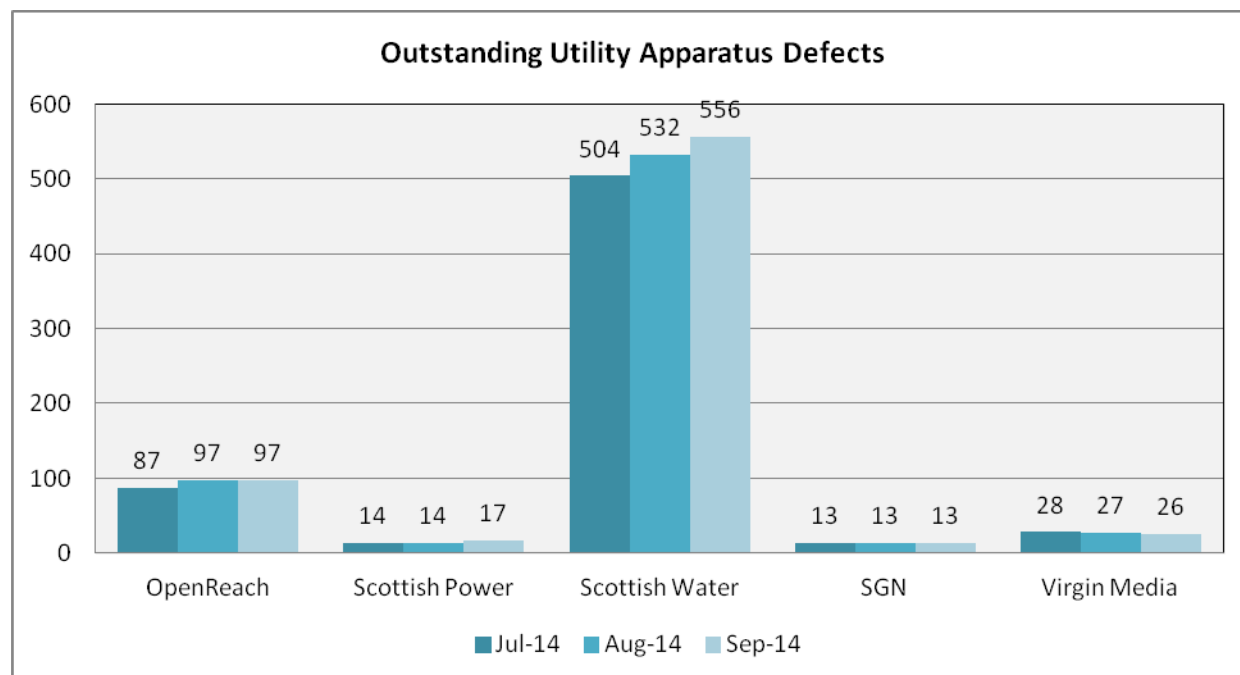
Table 3.18

The total numbers of outstanding Defective Apparatus for Quarter 4 of 2013/2014 and Quarter 2 of 2014/2015 is shown below.

Utility	Q4 (2013/14)	Q1 (2014/15)	Q2 (2014/15)
SGN	8	14	13
Scottish Water	470	521	556
BT Openreach	51	78	97
Scottish Power	5	12	17
Virgin Media	19	26	26
Totals	553	651	709

Total end Quarter 2 2014/15	709	28.2% increase
Total at end 2013/14	553	

Graph 3.19



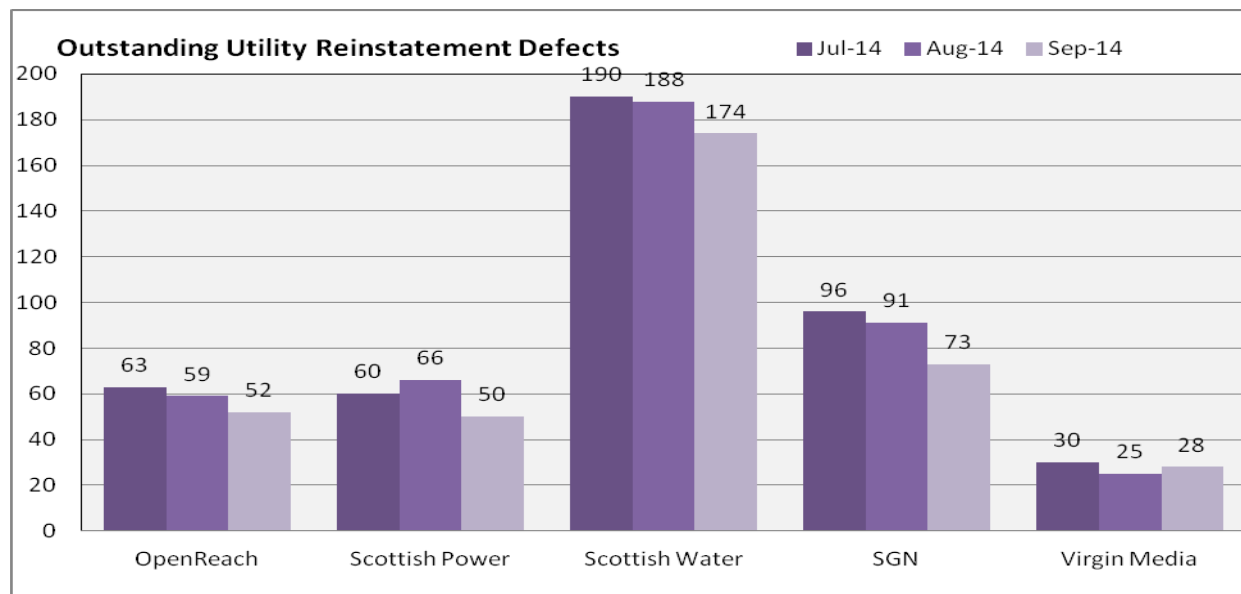
The number of outstanding defects for Scottish Water (556) is a long standing issue. This has been raised as a specific problem and an Improvement Plan has been requested.

Table 3.20

The total number of outstanding Defective Reinstatements for each quarter, for each PU, is shown below:

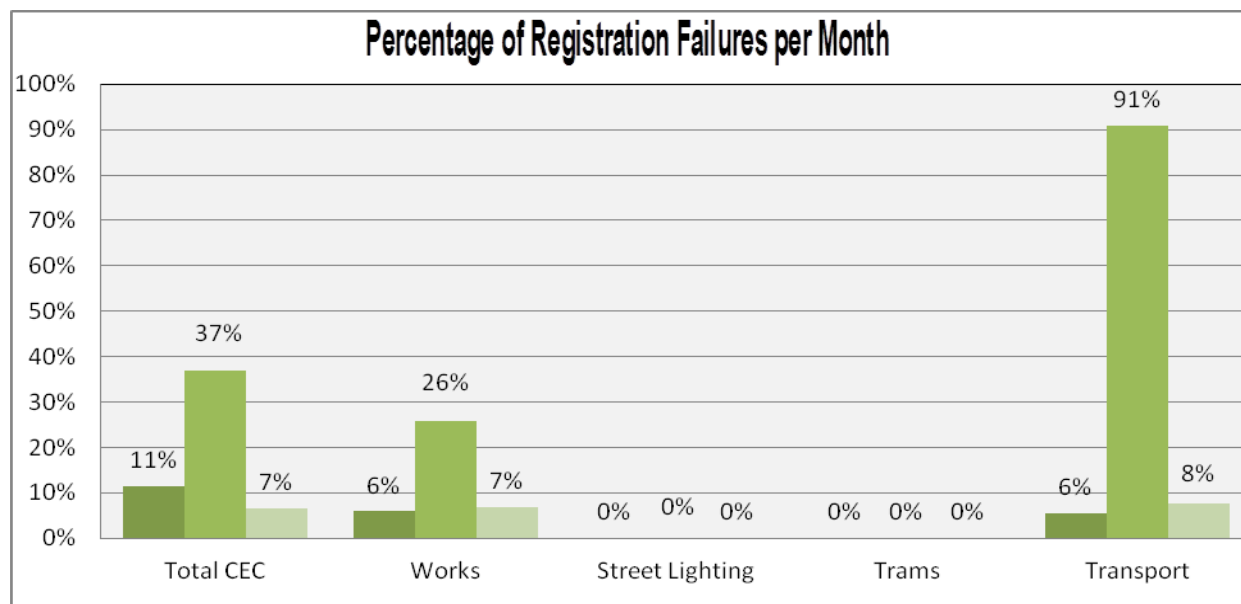
Utility	Q4 (2013/2014)	Q1(2014/2015)	Q2 (2014/2015)	Reduction Q4 to Q2
SGN	124	97	73	51 (41.1%)
Scottish Water	291	191	174	117 (40.2%)
BT Openreach	94	58	52	42 (44.7%)
Scottish Power	87	66	50	37 (42.5%)
Virgin Media	41	35	28	13 (31.7%)
Totals	637	447	377	Average 40.0%

Graph 3.20



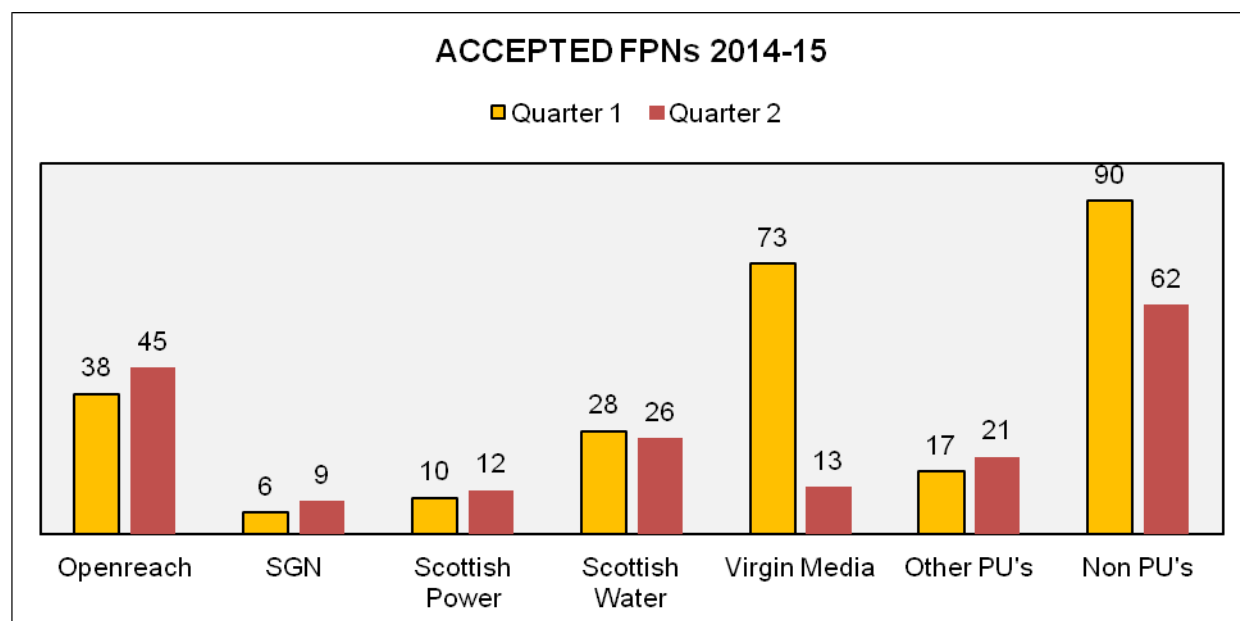
The number of outstanding or defective reinstatements has shown an improvement with the exception of Virgin Media. There has been a positive trend in the improvement for all three months for Openreach, Scottish Water and SGN. Scottish Power has shown an improvement since August. However, the total number of outstanding reinstatements (377) remains unacceptably high.

Graph 3.26



In Quarter 2 the average fail rate was 18.3%. At the end of Quarter 2 the monthly registration failure rate was 7%. The monthly and annual target is 9%. The 37% fail rate in August is attributed to issues with not closing completed work on time.

Graph 3.27



Cumulatively, over Quarters 1 and 2, the PU with the highest number of FPNs is Virgin Media, followed by Openreach. These FPNs were issued for the following reasons:

- excavations being temporarily reinstated with the permanent reinstatement not completed within the statutory six month period;
- notices not being closed on time;
- leaving traffic signs and barriers on site once the work was complete; and
- no notice given for the work carried out.

Transport and Environment Committee

10.00 a.m. Tuesday, 13 January 2015

Edinburgh Community Solar Co-operative

Item number	7.19
Report number	
Executive/routine	Executive
Wards	All

Executive summary

Approval was given by the Corporate Policy and Strategy Committee, on 3 December 2013, to support a proposal for the development of a community owned solar energy scheme on Council buildings by Energy Community Solar Co-operative (ECSC).

A non-legally binding Memorandum of Understanding (MoU) detailing how the parties would work together was established to inform the process. A target of reporting to committee in January 2015 was set to detail the outcome of the dialogue process and make recommendations based on ECSC's proposals.

ECSC has submitted initial proposals which have been assessed by relevant officers. However, based on the information available, it is not possible to provide a recommendation at this time. ECSC has been asked to provide further information and resubmit their proposal by January 2015, to allow a recommendation to be made to the March Committee. This delay will impact on ECSC's financial model, due to changes in the feed in tariffs for solar photovoltaic panels.

This report provides an update for members the current position.

Links

Coalition pledges	P15 , P33 , P50 , P53
Council outcomes	CO18
Single Outcome Agreement	SO4

Edinburgh Community Solar Co-operative

Recommendations

It is recommended that Committee:-

- 1.1 Notes the content of this report and the ongoing dialogue with ECSC;
- 1.2 Agrees to receive a report at its meeting in March based on ECSC's final proposal; and
- 1.3 Notes that there has been positive engagement with ECSC by officers to assist in driving the project forward.

Background

- 2.1 Approval was given by the Corporate Policy & Strategy Committee on 3 December 2013, to support a proposal by ECSC for the development of a community owned solar energy scheme on Council buildings. This is a new co-operative set up to procure, install and manage solar photovoltaic (PV) panels.
- 2.2 The installation of the panels is proposed to be funded through a public share offer. The return on investment for the co-operative will be generated from Feed in Tariff (FiT) payments from OFGEM, as well as payments made by the Council for electricity consumed by the buildings hosting the PV system.
- 2.3 Any profit generated by the co-operative will be reinvested into the local community through a community benefit fund.
- 2.4 In order to provide economy of scale, and maximise the benefit from FiT payments, ECSC is looking for 25 suitable roofs across Council buildings. FiT revenue reduces for any additional roofs over 25, therefore ECSC has selected this number to optimise both revenue and economies of scale.
- 2.5 Community buildings to be looked at include schools, community centres, care homes, leisure centres and multi storey housing.
- 2.6 ECSC has been registered under the Industrial and Provident Societies Act 1965 with a registered name of "Edinburgh Community Solar Limited" and has been set up as a community benefit society. ECSCs primary objective is to deliver benefits to the community it serves. Members will be offered a return on their investment in the Society. The Council has a permanent seat on the ECSC Board and can help direct its activities.

Main report

- 3.1 The current dialogue with ECSC is governed by a non-legally binding Memorandum of Understanding (MoU), which was approved by the Corporate Policy and Strategy Committee in December 2013. The MoU provides for the parties to work together in good faith to explore how the Council can lower its carbon emissions and generate sustainable solar energy.
- 3.2 There has been a good collaborative working relationship with ECSC to date. Both parties have responded to the requirements of the MoU with regular meetings focussed on driving the project forward.
- 3.3 Around 25 buildings have been identified as having potential for solar PV. The focus over the last few months has been on building surveys commissioned by ECSC. However, there were some delays to this process, in part, due to the time taken for ECSC to secure funding, but also the time needed to carry out and produce the surveys.
- 3.4 Although aiming for September 2014, ECSC submitted a proposal to the Council in mid October 2014, which was assessed by officers. The consensus was that the proposal did not contain sufficient information to allow a detailed assessment of the project, and assess risks to the Council. Consequently, officers have worked with ECSC to outline the level of detail required, giving them the opportunity to clarify issues.
- 3.6 Detailed feedback was provided to ECSC and a number of follow-up meetings were held, including a risk workshop. ECSC indicated that it found this contribution and feedback positive, and also understood the need to address the issues identified.
- 3.7 ECSC submitted a revised proposal on 14 November 2014, which has been reviewed by Council officers. Appropriate feedback has been provided with a view to allowing ECSC to submit their final proposal. ECSC has advised that this will be issued in January 2015. This will then be used to inform a final report to the Transport and Environment Committee in March 2015.
- 3.8 It is expected that the revised proposal will include a business model for the project, as well as clarity on how the co-operative will be governed and a detailed risk assessment and project plan.

Timescales

- 3.9 The original aim was to submit a final proposal from ECSC to the Transport and Environment Committee in January 2015. This date was to allow for an application for feed in tariffs for the project before the scheme changes in March 2015. Any change potentially impacts on the financial planning for the project.
- 3.10 While understanding fully the implications of the timescale on the ECSC proposal, it has not been possible for Council officers to make recommendations to elected members in the absence of key information and significant issues still remain to be resolved. Officers are working proactively with ECSC to help

address these, and it is hoped that these will be resolved in their final January 2015 submission. It is important that every effort is made to secure a suitable proposal which is acceptable to the Council.

- 3.11 A review of the final proposal will be carried out along with a full risk assessment, other options appraisals and best value assessment with appropriate recommendations made to Committee in March 2015.

Measures of success

- 4.1 Measures of success include meeting Capital Coalition Pledge commitments and objectives, including meeting the Council's commitment to encouraging the development of community energy co-operatives under the Capital Coalition's Pledge 53. The project would also assist in meeting Pledge 50, specifically the Climate Change (Scotland) Act 2009, which requires the Council to contribute to national emissions reduction targets, deliver any statutory adaptation programmes and act in a sustainable manner.
- 4.2 A further measure of success includes reductions in carbon emissions associated with energy in operational buildings, as well as cost reductions in energy bills.

Financial impact

- 5.1 It is not possible at this stage to confirm specific financial savings for the Council. However, it is expected that the Council will benefit from purchasing electricity from ECSC's panels at a reduced price.
- 5.2 The creation of a community benefit fund will have a direct financial impact on beneficiaries.
- 5.3 Investors in the scheme will also receive a return on investment.

Risk, policy, compliance and governance impact

- 6.1 A full risk assessment of the ECSC proposal is needed to ensure that any potential negative impacts to the Council are fully considered, including best value, reputational damage or impact on Council business and service delivery. There are no compliance or governance issues at this stage. However, potential negative impacts will be assessed in any future reports.
- 6.2 The ECSC model is not the only potential route to market. The MoU does not provide exclusivity to ECSC and there is an inherent risk of challenge (on the grounds of best value) associated with opting to allow only ECSC to bid to operate the scheme using Council assets. To be assured of achieving best value it would be usual practice to test the market by means of a tender process.

Equalities impact

- 7.1 The encouragement of community energy co-operatives is closely aligned to equality and enables progress against the Equality Act 2010 duties to eliminate

illegal discrimination, victimisation and harassment, advance equality of opportunity and foster good relations. In addition, progress in this area also enables the enhancement of human rights for citizens and service users.

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. In summary, the proposals in this report will help achieve a sustainable Edinburgh because they encourage the reduction of carbon emissions, increase the city's resilience to climate change impacts and improve social justice, economic wellbeing and environmental good stewardship.

Consultation and engagement

- 9.1 There has been ongoing engagement with ECSC and regular meetings between council officers and members of the ECSC Board.

Background reading/external references

- 10.1 [Edinburgh Community Solar Co-operative Proposal, Corporate Policy and Strategy Committee, 3 December 2013](#)

John Bury

Acting Director of Services for Communities

Contact: Peter Watton, Head of Service for Corporate Property

E-mail: peter.watton@edinburgh.gov.uk | Tel: 0131 529 5962

Links

Coalition pledges	<p>P15 – Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.</p> <p>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P50 – Meet greenhouse gas targets, including the national target of 42% by 2020.</p> <p>P53 – Encourage the development of Community Energy Co-operatives.</p>
Council outcomes	<p>CO18 – Green – We reduce the local environmental impact of our consumption and production.</p>
Single Outcome Agreement	<p>SO4 – Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>None.</p>

Transport and Environment Committee

10am, Tuesday, 13 January 2015

Cleanliness of the City

Item number	7.20
Report number	
Executive/routine	Executive
Wards	All

Executive summary

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

In this assessment, a cleanliness score of 69 was achieved, with 94% of streets surveyed achieving the nationally recognised standard of cleanliness. This was a small decline on the previous survey undertaken in June 2014, where a score of 70 was achieved with 96% of streets classed as clean (Appendix 1 and 2).

One neighbourhood achieved a cleanliness score equal to or greater than the city wide target of 72. Five Wards achieved a CIMS score greater than 72 with one achieving a score of 80.

The Confirm system is now being rolled out to route schedule street cleansing. From the streets that have been completed, team leaders will select a number for post work inspections. They will assess the quality of work that has been undertaken and call back crews if the work is not to the required standard and/or identify additional training needs.

Links

Coalition pledges	P44
Council outcomes	CO7 , CO17 , CO19 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Cleanliness of the City

Recommendations

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

Background

- 2.1 CIMS are the method used by the City of Edinburgh Council to assess street cleanliness. KSB manages the CIMS scheme nationally and carries out four independent assessments each year. In September 2014, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness.
- 2.2 Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). An 'A' grade indicates no litter whatsoever, whereas a 'D' grade signifies major accumulations along the transect. Grade A and B represent an acceptable standard of cleanliness, while Grade C and D are noted as unacceptable. The grades are then given a point's value - from 3 points for an 'A' grade, to 0 points for a 'D' grade. The transect scores for each neighbourhood and ward are then aggregated up to a score out of 100. A score of 67 or above indicates that an area meets the national standard of cleanliness i.e. the majority of transects in that area were assessed as A or B. The same methodology is used for Local Environment Audit Management System (LEAMS), the statutory performance indicator for street cleaning, although a smaller sample of streets are assessed.
- 2.3 The City of Edinburgh Council cleanliness performance targets for 2014/15 are a citywide CIMS score of 72 with a secondary target of 95% of streets surveyed as clean.

Main report

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

Neighbourhood	CIMS Score	% streets clean
West	72	96
South	70	93
South West	71	95
North	69	89
East	66	94
City Centre & Leith	66	93
City wide	69	94

Figure 1: Summary of September 2014 CIMS street cleanliness results

- 3.2 The Council achieved the nationally recognised standard of cleanliness (a score of 67), with an overall CIMS score of 69 for this assessment. This fell short of the internal target of 72 (Figure 1). Five Wards achieved a CIMS score of greater than 72, with one achieving a score of 80.
- 3.3 The percentage of streets clean figure of 94% achieved in this assessment falls short of meeting the Council target of 95% of streets surveyed as clean (Appendix 2).
- 3.4 One neighbourhood received a cleanliness score equal or greater to the city wide target of 72 (Figure 1). Two neighbourhoods achieved this in the June assessment (Appendix 4).
- 3.5 Of the six neighbourhoods, four achieved or exceeded the national cleanliness target of 67. East Neighbourhood and the City Centre & Leith Neighbourhood missed the national target by 1 point (Appendix 4).
- 3.6 Five Wards achieved a result of 100% clean for acceptable standards of cleanliness and 10 Wards met or exceeded the Council target of 95% of streets surveyed as clean (Appendix 5). Compared to the previous survey in June 2014, the number of unacceptable transects recorded (Grade C or D) increased slightly from 5% to 6%.
- 3.7 Full details of the survey findings at a Neighbourhood and Ward level are detailed in sections 3.12 onwards and in Appendix 1- 5.

In summary, of the 17 Wards:

- Four Wards met or exceed the council target score of 72
- Thirteen Wards met or exceeded the national standard of cleanliness score of 67
- Four Wards fell short of achieving the national standard of cleanliness score of 67

- 3.8 In Wards where the standards were not met a review has being undertaken to establish the reasons for this. This includes levels and types of litter, the incidence of flytipping and dumping and resource availability, including manual and mechanical cleaning. Additional information on this is set out in paragraphs 3.12 and 3.13.
- 3.9 Incidences of dog fouling across the city were recorded at 6%, up from 4% recorded in the previous survey undertaken in June 2014.
- 3.10 It should be noted that pedestrian derived litter constitutes the greatest source of litter in the city, with 89% of litter classed as originating from this source.

Confirm Environmental System

- 3.11 The Confirm on Demand Environmental system went live in March 2014 for Street Cleaning Operations. All enquiries, service requests and information requests are now being logged and progressed through the system. Real time service requests now reach frontline operatives, and in turn updates to service requests are now available to the Contact Centre as the system is updated in the field. A performance and information framework has been developed which allows local issues and trends to be monitored and assists in identifying ways to improve the service through changes to operations or campaigns.
- 3.12 The Confirm system is now being used to schedule routing for street cleansing. These routes are lists of streets that Task Force crews will be cleaning on any given day. Crews will mark streets as complete once they have cleaned them. Managers will be able to monitor what has been completed and identify any streets which have yet to be cleaned. From the streets that have been completed team leaders will select streets for post work inspections. They will assess the quality of work that has been undertaken – calling back crews if the work is not to the required standard and/or identifying additional training needs.
- 3.13 The Confirm information assembled to date indicates that there are high levels of dumped items being reported. This requires crews to be diverted from scheduled cleaning to recover. Crews are now being encouraged to also record on Confirm instances where dumped items are proactively removed to enable a robust data set to be gathered. This will enable a better assessment of the issue and possible responses.

City Centre and Leith Neighbourhood – CMS 66, 93% clean

- 3.14 The City Centre Ward scored 63 and, despite this being 2 points down on the previous survey, the percentage of streets clean surveyed rose by 2% for this Ward to 89%. Notably, no streets surveyed were heavily littered. The score was affected, however, by the predominance of cigarette litter which was noted in almost all streets surveyed in the City Centre. Streets where cigarette litter has been identified as a result of licensed premises will be targeted by the Environmental Wardens. The recent procurement exercise for the replacement

of small pavement sweepers should see better reliability for this part of the fleet to help tackle this problem. These vehicles should be available from early in the New Year.

- 3.15 Both Leith Wards scored above the KSB acceptable level of cleanliness, with a score of 68 for Leith Walk and 71 for Leith. 100% of all streets surveyed in the Leith Walk Ward were noted as clean for the second survey in a row.

North Neighbourhood - CIMS 69, 89% clean

- 3.16 North Neighbourhood achieved an overall CIMS score of 69 in September. Forth (Ward 4) scored 63 and Inverleith (Ward 5) scored 73.
- 3.17 Six grade C's were obtained. Seaforth Terrace and Easter Drylaw Grove in Inverleith Ward were C grades. Pennywell Road, Crewe Road North, Royston Mains Street, Lower Granton Road were C grades in Forth Ward. Most of these transects had confectionary and smoking-related litter present. Of the streets inspected, 83% met or exceeded the minimum standard of cleanliness in Forth Ward and 94% in Inverleith Ward.
- 3.18 A grades were obtained in transects of Trinity Way in Forth Ward and Warriston Crescent, Hillpark Crescent, March Gait, House O'Hill Crescent and Queensferry Road in Inverleith Ward.
- 3.19 Increased street cleansing operations have been undertaken in Forth Ward, predominantly in the Pilton, Pennywell and Muirhouse areas to pick up excess recycling and domestic waste spillages, dumped items and litter accumulations. Local Environmental Wardens continue to target their efforts on litter and smoking related concerns in both Wards.

East Neighbourhood, CIMS Score 66 – 94% clean

- 3.20 The East Neighbourhood received a score of 66, one point below the national standard of cleanliness. Of the 48 streets surveyed, a total of 94% of streets were assessed as clean. Three streets failed to meet the standard in this survey. The breakdown of grades was A (2%); B+ (6%); B (86%), C (6%), D (0%).
- 3.21 Ward 14 (Craigentinny & Duddingston) achieved a score of 65, two points below the acceptable standard of cleanliness. The council target of 95% of streets assessed as clean, however, was achieved. Only one street in this Ward (Fishwives Causeway – walkway) failed to meet the acceptable standard of cleanliness.
- 3.22 Ward 17 (Portobello & Craigmillar) achieved the national standard score of 67 with 92% of streets assessed as clean. Two streets in this Ward failed to meet the standard during this survey (Niddrie Marischal Court and West Brighton Crescent).

- 3.23 A review of street cleaning resources for East Neighbourhood has identified the need for a mechanical precinct sweeper vehicle to improve the cleansing efficiency of hard surfaces such as pavements and walkways where high levels of smoking related and pedestrian litter predominate. The presence of such litter impacts on the ability to achieve an A grade rather than B and thus improve the overall scores. The ability to resource this is currently being assessed.
- 3.24 The East team continue to work in partnership with others to improve cleanliness standards across the Neighbourhood. In September, the park rangers supported a successful community clean up event at Lochend Park involving pupils from Hermitage Park Primary School, and also collaborated with city-wide rangers to remove significant volumes of fly-tipping from the Niddrie Burn at Jewel Park.
- 3.25 Tackling a local problem of lunchtime litter in streets and green spaces at Duddingston, the East Neighbourhood's Environmental Wardens held a successful clean up event involving pupils from Holyrood High School in September.
- 3.26 During the period June to September 2014, Environmental Wardens issued 22 fixed penalty notices for environmental offences in the East Neighbourhood area.
- 3.27 Finally, Lochend and Restalrig Residents Association are to be congratulated on their recent achievement of a Gold award from Beautiful Scotland's 'Flatted Community' category. This great achievement is a testament to all those involved and who work tirelessly to keep their local environment clean and green.

South West Neighbourhood, CIMS Score 71 – 95% clean

- 3.28 Wards 2, 8 & 9 received scores of 71, 80 & 77 respectively, with 100% of streets assessed as clean in each. Ward 7 scored 61, receiving 4 failures, with an 84% of streets assessed as acceptably clean.
- 3.29 Smoking and confectionary related litter continues to account for the majority of litter found within wards. The latest survey, however, also saw an isolated incident of anti-social behaviour where a kerbside recycling box was set on fire. This incident had a negative impact on this area's assessments results.
- 3.30 An action plan is being put in place to improve levels of cleanliness. This plan will include the introduction of new barrow beats, the continued roll out and installation of new litter bins incorporating the capture top ash trays, targeting of dog fouling, trade waste and littering hot spots by Environmental Wardens and the revisiting of a previously used education and awareness programme for local schools.

South Neighbourhood, CIMS Score 70 – 93% clean

- 3.31 The South Neighbourhood achieved a cleanliness index score of 70, with the area achieving a 93% clean result. The previous percentage clean result for the South in June was 100%, with an overall cleanliness index result of 71.
- 3.32 Ward 10 (Morningside) achieved a result of 73 (the same cleanliness index points as June), Ward 15 (Southside/Newington) achieved a result of 70 (down one cleanliness index point from June) and Ward 16 (Liberton/Gilmerton) received a score 67, a three point decrease from June 2014.
- 3.33 Following the summer festival period of August, significant effort was put into ensuring that Ward 15 was brought up to an acceptable standard, and this Ward achieved a 100% clean score, which is above target. The other two Wards in the South Neighbourhood unfortunately did not reach the targets relating to percentage clean. Ward 10, whilst gaining a cleanliness index score of 73, only reached an 84% clean score. Ward 16 failed to meet the percentage of streets clean target by 1%, with a 93% clean score.
- 3.34 The South Task Force focused on achieving and maintaining an acceptable standard of cleanliness throughout the Neighbourhood. An emphasis was placed on monitoring and concentrating efforts to achieve grade B or above. During this survey, the team worked to try and provide comparative cleansing standards across all ward areas, however following the festival period and all available resources being required in Ward 15, a slight decrease of scores has been achieved across the other parts of the neighbourhood.
- 3.35 The South team continue to operate a 'blitz' clean to areas. This type of cleaning proves to be efficient, as it uses both mechanical and manual sweeping, with all resources focusing on a particular area. This includes litter picking of open space areas, street sweeping (manually and mechanically), weed treatment, back edge treatment and removing fly tipping where noted. The team will continue to monitor this type of approach to ensure that it provides the best overall methods of cleaning and of meeting agreed targets

West Neighbourhood, CIMS Score 72 – 96% clean

- 3.36 The West Neighbourhood area has achieved a CIMS result of 72 returning a 96% clean sample from all 81 streets inspected.
- 3.37 Individual Ward CIMS scores were: Ward 1 (Almond) – 74, Ward 3 (Drum Brae/Gyle) – 68 and Ward 6 (Corstorphine/Murrayfield) – 71.
- 3.38 Throughout 2014, the Street Cleaning service has been working in partnership with the West Neighbourhood Environmental Warden team to deliver a number of initiatives. Environmental Wardens have managed and delivered a number of joint working projects with Police Scotland and the Council's CCTV service to improve detection rates for dog fouling offences and littering adjacent to fast food outlets. Targeted operations have been successful in increasing the visible

presence of the Environmental Warden service in the area, and have resulted in the issue of a number of FPNs at critical known problem areas.

- 3.39 Operationally, local teams have assisted in community clean-ups, issuing clean-up kits and arranging for pick up and disposal of waste collected. Looking forward, the West Neighbourhood is seeking to work more closely with local communities to assist in raising awareness of the community clean-ups
- 3.40 Planned operations in the area include further partnership working with Police Scotland, Scottish Fire and Rescue Service and other Council services addressing problems with fly tipping and the delivery of an education programme with the pupils from the Royal High School and Queensferry High School.

Measures of success

- 4.1 To achieve a city wide CIMS score of 72.

Financial impact

- 5.1 There is no financial impact from this report.

Risk, policy, compliance and governance impact

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

Equalities impact

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

Sustainability impact

- 8.1 None

Consultation and engagement

- 9.1 None

Background reading/external references

www.keepsotlandbeautiful.org

John Bury

Acting Director of Services for Communities

Contact: Gail Rankin, Service Information & Performance Manager

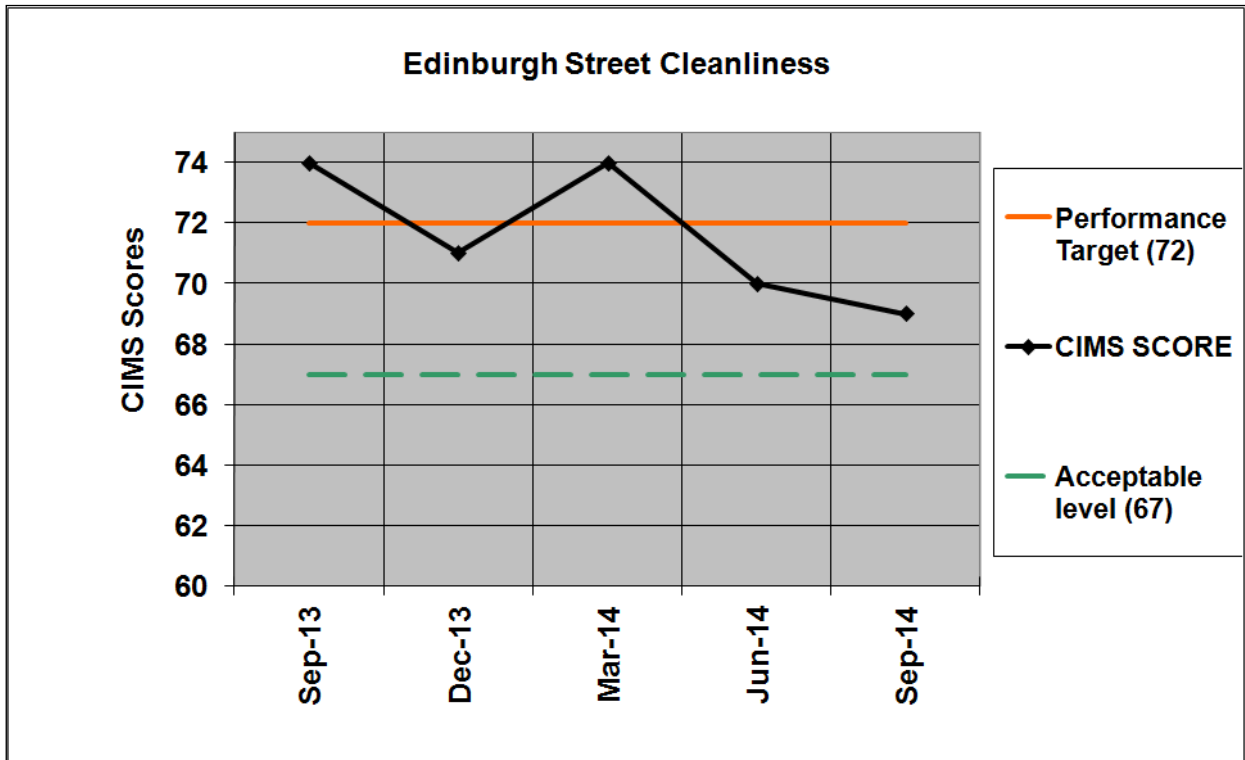
E-mail: gail.rankin@edinburgh.gov.uk | Tel: 0131 529 2703

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration. CO17 - Clean – Edinburgh’s streets and open spaces are free from litter and graffiti. CO19 - Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards. CO25 - The Council has efficient and effective services that deliver on objectives. CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives. CO27 - The Council supports, invests and develops our people.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Edinburgh Street Cleanliness CIMS score March 13 – March 14. Appendix 2 - Percentage of Streets Clean Score March 13 - March 14. Appendix 3 - Cleanliness by Neighbourhood Area March 13 - March 14. Appendix 4 - Cleanliness by Neighbourhood Area March 13 – March 14. Appendix 5 - Cleanliness by Ward March 13 – March 14.

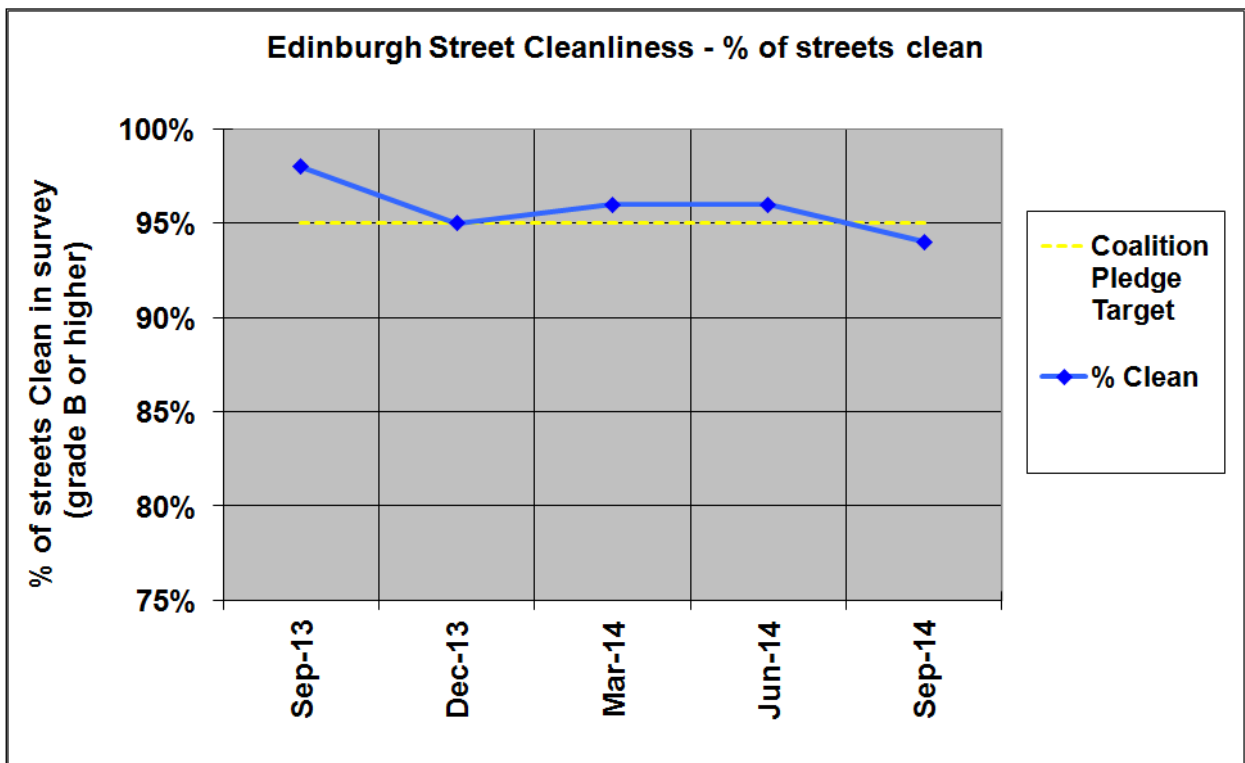
Appendix 1

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



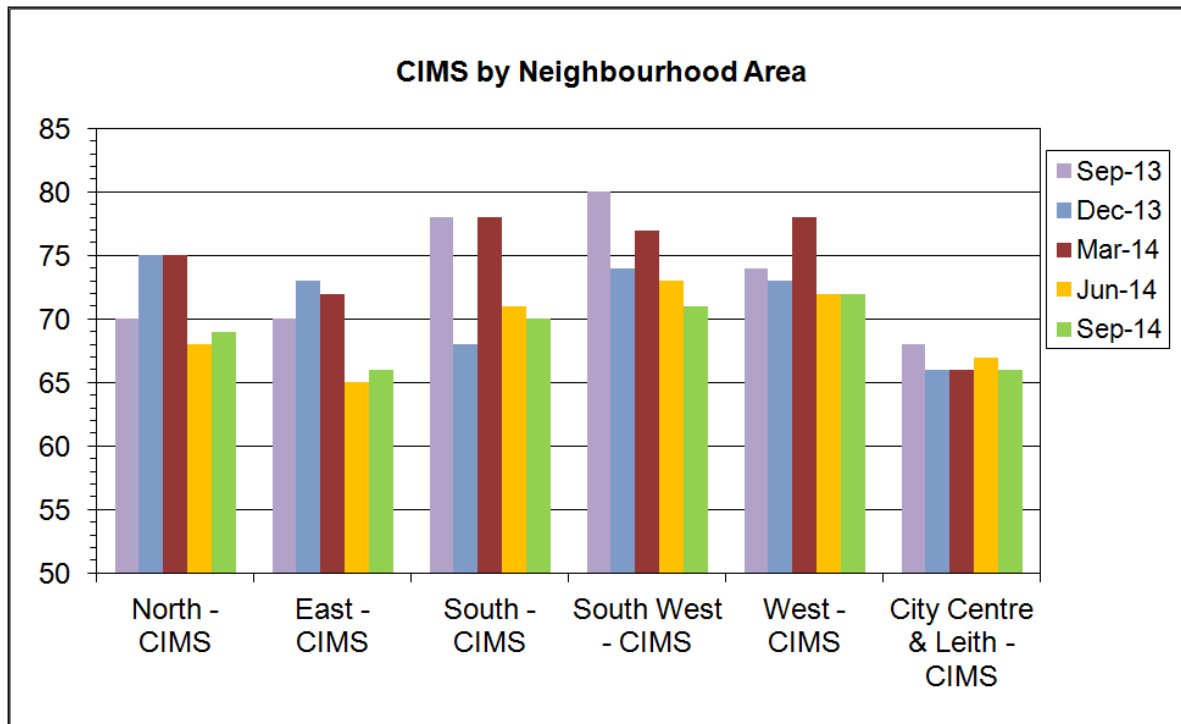
Appendix 2

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



Appendix 3

Cleanliness by Neighbourhood – CIMS (June 13 – June 14)



Appendix 4

Cleanliness by Neighbourhood – CIMS (September 13 – September 14)

Area	Sep-13	Sep-13	Dec-13	Dec-13	Mar-14	Mar-14	Jun-14	Jun-14	Sep-14	Sep-14	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg coalition target (95%) (Y/N)
	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
North	70	94%	75	98%	75	100%	68	98%	69	89%	↑	↓	↓	↓	N
East	70	95%	73	98%	72	94%	65	87%	66	94%	↑	↑	↓	↓	N
South	78	100%	68	92%	78	94%	71	100%	70	93%	↓	↓	↓	↓	N
South West	80	98%	74	97%	77	93%	73	98%	71	95%	↓	↓	↓	↓	Y
West	74	99%	73	96%	78	100%	72	96%	72	96%	→	→	↓	↓	Y
City Centre	68	94%	66	92%	66	94%	67	92%	66	93%	↓	↑	↓	↓	N
CITYWIDE	74	98%	71	95%	74	96%	70	96%	69	94%	↓	↓	↓	↓	N

Appendix 5

Cleanliness by Ward (June 13 – June 14)

Ward	Area	Dec-12	Dec-12	Sep-13	Sep-13	Dec-13	Dec-13	Mar-14	Mar-14	Jun-14	Jun-14	Sep-14	Sep-14	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mtg condition target (85%) (Y/N)
		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
1. Almond	W	77	95%	77	100%	74	94%	80	100%	72	95%	74	97%	↑	↑	↓	↓	Y
2. Pentland Hills	SW	73	100%	76	97%	73	97%	87	97%	81	95%	71	100%	↓	↑	↓	↑	Y
3. Drum Brae / Gyle	W	73	95%	73	96%	71	100%	73	100%	72	96%	68	95%	↓	↓	↓	↓	Y
4. Forth	N	70	89%	68	96%	79	100%	71	100%	66	100%	63	83%	↓	↓	↓	↓	N
5. Inverleith	N	64	80%	72	92%	73	97%	79	100%	71	100%	73	94%	↑	↓	↑	↑	N
6. Corstorphine / Murrayfield	W	64	81%	71	100%	71	96%	79	100%	73	91%	71	96%	↓	↑	→	↓	Y
7. Sighthill / Gorgie	SW	65	87%	70	96%	72	100%	64	81%	66	100%	61	84%	↓	↓	↓	↓	N
8. Colinton / Fairmilehead	SW	75	97%	91	100%	83	100%	83	100%	73	100%	80	100%	↑	→	↓	→	Y
9. Fountainbridge / Craiglockhart	SW	70	85%	86	100%	69	91%	71	96%	71	100%	77	100%	↑	→	↓	→	Y
10. Meadows/ Morningside	S	69	97%	81	100%	69	93%	79	96%	73	100%	73	84%	→	↓	↓	↓	N
11. City Centre	CC	60	80%	70	93%	64	90%	63	89%	65	87%	63	89%	↓	↑	↓	↓	N
12. Leith Walk	CC	72	95%	68	95%	68	95%	69	100%	71	100%	68	100%	↓	→	→	↑	Y
13. Leith	CC	61	80%	67	96%	67	92%	69	96%	68	95%	71	95%	↑	→	↑	↓	Y
14. Craigtinny / Duddingston	E	65	88%	69	93%	71	96%	69	82%	68	95%	65	95%	↓	→	↓	↑	Y
15. Southside / Newington	S	67	82%	76	100%	67	90%	69	96%	71	100%	70	100%	↓	→	↓	→	Y
16. Liberton / Gilmerton	S	70	89%	78	100%	68	94%	84	100%	70	100%	67	93%	↓	↓	↓	↓	N
17. Portobello / Craigmillar	E	69	93%	70	96%	74	100%	74	96%	63	81%	67	92%	↑	↑	↓	↓	N
Overall		69	89%	74	98%	71	95%	74	96%	70	96%	69	94%	↓	↓	↓	↓	N

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Objections to Traffic Regulation Order – Casselbank Street

Item number	7.21
Report number	
Executive/routine	Executive
Wards	Leith

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.

In order to facilitate the changes on Leith Walk between Pilrig Street and Duke Street, it is necessary to make permanent the current position of the City Car Club bay and Doctor's parking bay on Casselbank Street. These were previously moved from their pre-Tram works location on a temporary basis during the tram works to enable the relocation of a taxi stance from Leith Walk onto Casselbank Street.

One objection was received in response to the advertised Traffic Regulation Order, and this objection is considered within this report.

Links

Coalition pledges	
Council outcomes	CO19 , CO22
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order – Casselbank 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;
 - 1.1.2 sets aside the parts of the objection relating to the City Car Club and Doctor's parking bays, and gives approval to make the Order as advertised;
 - 1.1.3 notes that a separate statutory process is being progressed for the appointment of the taxi stance on Casselbank Street, and that objections to this, including the part of the objection considered in this report that relates to the taxi stance, will be reported to the Regulatory Committee.

Background

- 2.1 The position of the City Car Club and Doctor's parking bays on Casselbank Street were altered during the tram works on Leith Walk under a Temporary Traffic Regulation Order. This was necessary to accommodate the relocation of a taxi stance from Leith Walk onto Casselbank Street.
- 2.2 It had been intended that these changes would be made permanent under the Tram Traffic Regulation Order, but this did not happen due to the current phase of the tram being curtailed at York Place. As such, it is now intended to make permanent the current position of the City Car Club bay, Doctor's parking bay and taxi stance as part of the Leith Programme.
- 2.3 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. Improvements to Leith Walk, between Duke Street and Pilrig Street, were completed in December 2014. The next phase of the Programme (Phase Three) will be improvements to the Foot of the Walk junction.
- 3.2 The improvements on Leith Walk include creating more space for pedestrians by widening footways and introducing more pedestrian crossings. It was decided that the original position of the taxi stance on Leith Walk was not compatible with the Leith Programme design, as it would give rise to safety concerns arising from the potential interaction of U-turning taxis with other road users. A taxi stance in this location would have a new pedestrian crossing immediately to its south, a significantly altered Foot of the Walk junction immediately to the north, and a new bus stop on the opposite side of the road.
- 3.3 An investigation was carried out into possible alternative locations for the stance in the surrounding area, however no viable locations were identified other than the current position on Casselbank Street.
- 3.4 As such, it is proposed to permanently locate the taxi stance at its existing temporary location at the east end of Casselbank Street. This requires the revocation of the taxi stance on Leith Walk, and appointment of a new stance on Casselbank Street.
- 3.5 This also requires the permanent location of the City Car Club bay and Doctor's parking bay to be at their current temporary locations further west on Casselbank Street.
- 3.6 Two separate statutory processes require to be undertaken in parallel to enable the proposed changes:
 - a Traffic Regulation Order is required to make permanent the position of the Doctor's parking bay and the City Car Club bay. It is also proposed to add a short section of double yellow line restrictions to an adjacent existing waste container bay, which also falls under this process; and
 - the relocation of the taxi stance is being promoted under the Civic Government (Scotland) Act 1982.
- 3.7 This report concerns objections relating only to the City Car Club and Doctor's parking bays. A separate report will be made to the Council's Regulatory Committee relating to the objections received to the separate taxi stance procedure. The part of the objection considered in this report that relates to the taxi stance will also be reported to the Regulatory Committee.
- 3.8 The Council considers that the current road layout on Casselbank Street works satisfactorily. However should any new issues come to light following a decision to make the layout permanent, these will be investigated.

- 3.9 The possibility of providing additional signs on Leith Walk, to highlight the existence of the taxi stance, will also be investigated.
- 3.10 Plans showing the pre-Tram works layout and proposed permanent layout on Casselbank Street are appended to this report.

Statutory Consultation

- 3.11 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 was advertised between 1 August and 22 August 2014. The Council received one objection in response. A copy of this objection is included in Appendix 1, along with the Council's written response to the objector.
- 3.12 The objection received to the advertised proposals was submitted by a local resident who did not support making permanent the location of the taxi stance on Casselbank Street. The objector raised concerns over the potential for conflicts between vehicles passing the stance and oncoming traffic entering Casselbank Street from Leith Walk, and also between pedestrians and vehicles in the vicinity of the stance. In response to these concerns road collision data for the last five years has been reviewed, and there have been no collisions involving personal injury at this location which are attributable to the taxi stance. The Council therefore considers that the current location of the stance does not cause any significant road safety concerns.
- 3.13 As stated above, a separate statutory process is being progressed which relates specifically to the relocation of the taxi stance. Objections to this proposal will be reported to the Regulatory Committee on 2 February 2015, and the objectors concerns relating to safety issues arising from the taxi stance will be reported to this Committee.

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 The costs to implement the proposed changes on Casselbank Street will be a maximum of £500. These costs will be met from Capital funding allocated to the Leith Programme, which is being supplemented by an 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 are in support of the Leith Programme which will provide new and improved transport infrastructure for both cyclists and pedestrians.

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 A meeting was held with representatives of taxi operators on 8 January 2015 to discuss issues arising from making permanent the location of the taxi stance on Casselbank Street.
- 9.3 As part of the wider Leith Programme, extensive consultation has been undertaken for the project with a wide range of stakeholders. A dedicated webpage has been set up and provides regular updates on the proposals. Neighbourhood Partnerships, local Members, Community Councils, cycling organisations, Lothian Buses and other community groups were all consulted on the wider proposals.
- 9.4 In addition, monthly Key Stakeholder Group meetings are ongoing, and the Elected Member Oversight Group also meets at key stages of the project.
- 9.5 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 – Casselbank Street – Pre-Tram works layout

Appendix 3 – Casselbank Street – Proposed layout

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

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 – Casselbank Street – Pre-Tram works layout
Appendix 3 – Casselbank Street – Proposed layout

Callum Smith2

From: John Murphy on behalf of Traffic Orders
Sent: 22 August 2014 10:47
To: Callum Smith2
Subject: FW: Traffic order objection - TRO/14/34 & TRO/14/20

Callum

Another objection to TRO/14/20 and the related 14/34. I have sent an acknowledgement.

John

From: [REDACTED]
Sent: 22 August 2014 10:38
To: Traffic Orders
Cc: Chas Booth
Subject: Traffic order objection - TRO/14/34 & TRO/14/20

Dear Sirs,

I object to the proposals set out in The City of Edinburgh Council (Doctors' Parking Places) and (Edinburgh City Car Club)(Variation No -) Order 201 - - TRO/14/34 and to the related elements of TRO/14/20 which were in available to view on the Council's website as at today's date.

The statement of reasons in TRO/14/34 provides:

"In order to facilitate the changes being implemented on Leith Walk it is necessary to make permanent the current position of the City Car Club and Doctor's parking bay on the NE side of Casselbank Street. These were moved pre-Tram works to allow the relocation of a taxi stance from Leith Walk onto Casselbank Street. It was originally intended that this would be a temporary arrangement but it is now proposed that this becomes permanent to accommodate the Leith Programme improvement works."

The implication of the above is that the taxi stance is to remain permanently at the junction of Casselbank Street and Leith Walk (I am assuming that the position of the taxi stance is covered in TRO/14/20 or elsewhere, although this is not obvious from the plans currently available on the website). As a resident of Kirk Street, I am deeply concerned with this decision both as a pedestrian and as a motorist.

During the period in which the taxi stance has been 'temporarily' relocated to Casselbank Street, I have experienced several near-misses when pedestrians have stepped out from behind taxis into the path of my car and when other vehicles have turned quickly into Casselbank Street from Leith Walk. Since the road is not wide enough to accommodate three vehicles, if a vehicle is on Casselbank Street approaching Leith Walk, it has to cross onto the opposite lane whenever a taxi is present at the stance. This represents a major hazard for both pedestrians and motorists. The hazard to pedestrians is compounded by the following: (i) pedestrians crossing the road from the taxi stance side tend to look left, not expecting traffic to be approaching on the other side of the road from their right, (ii) since taxis are relatively tall vehicles, it makes it difficult for drivers approaching Leith Walk to see pedestrians and vice versa, and (iii) on sunny mornings, visibility can be significantly reduced for any driver approaching Leith Walk from Casselbank Street anyway.

For motorists, the walls on either side of Casselbank Street mean that it is not possible for a driver to obtain a clear view of Leith Walk until he or she is right upon the junction. When taxis are present, drivers are forced to

commit to the opposite lane well in advance of the junction and well before it is possible to see approaching traffic. Joining Leith Walk from Casselbank Street can be challenging enough even when one does have a clear view since there are two lanes of traffic in both directions, a bus stop on either side of the road and another junction close by on the opposite side of the road. The area is generally very busy with both pedestrian and vehicular traffic. Vehicles turning into Casselbank Street generally have to do so quickly to take advantage of short gaps in the traffic and are often met with another vehicle approaching the junction from the opposite direction. This represents a hazard to motorists travelling in both directions. The volume of traffic turning into Casselbank Street is also increased by the taxis themselves.

When the doctors' and City Car Club bays were in their original location, they were sufficiently far back from the junction to allow drivers approaching the junction to pass safely and to be on the correct side of the road at the junction itself. At most, there would be three normal-height cars parked in the bays. Since the taxi stance was relocated onto Casselbank Street, there can be several taxis parked in a line all the way back to Cassel's Lane and often beyond. This means that drivers approaching Leith Walk have to commit to the other side of the road much sooner.

The markings for the taxi stance leave around one car's length at the junction itself. Despite this, throughout the whole period in which the stance has been operating on Casselbank Street, taxis have invariably parked well forward of the marked area, leaving little more than half a car's length at the junction. The drivers might be doing this to maximise the amount of space available at the stance and to allow them to see, and to be seen by, approaching customers but this makes the junction more hazardous for other drivers and pedestrians than it might otherwise be if the stance markings and double red lines were properly observed. Short of employing constant monitoring and strict enforcement measures, it is very difficult to see how this practice could be eradicated. It is notable that there was no such difficulty when the stance was located on Leith Walk.

A further concern is that the plan appears to show a two-car City Car Club bay rather than the one-car bay that exists at present.

For the above reasons, I should be grateful if you could take note of my objections and find a suitable location for the taxi stance on Leith Walk itself, as before.

Yours faithfully,

██████████
██████████

Date 12 September 2014

Your ref

Our ref TP/01/002/2/CS

Dear [REDACTED]

OBJECTION TO TRO/14/34 – CASSELBANK STREET

Thank you for your email of 22 August 2014 stating your objection to the above Traffic Regulation Order and the proposal to make permanent the position of the taxi stance on Casselbank Street. Please find some information below which relates to your objection.

Taxi Stance

It had been intended that the relocation of the stance would be made permanent under the Tram Traffic Regulation Order, but this did not happen due to the current phase of the tram being curtailed at York Place. As such, the current proposals are being pursued as part of the Leith Programme improvements

Originally, the Leith Programme planned to reinstate the pre-Tram layout on Leith Walk. However, following subsequent consultations with elected members, stakeholders and the general public, it was decided that a more comprehensive and ambitious programme of works was required which would make significant changes to the layout and operation of Leith Walk This would better balance the needs of all road users, and improve facilities for pedestrians and cyclists.

Under the Leith Programme design, as kerbside road space (including parking and loading bays) has been rationalised in order to facilitate the improvements, it is now proposed to retain the taxi stance at its current position on Casselbank Street.

The Council feels that the stance works satisfactorily at this location and does not give rise to any specific safety concerns. Road collision data for the last five years has been reviewed and there have been no collisions involving personal injury at this location which are attributable to the taxi stance.

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



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However, a stance at the previous location on Leith Walk would lead to citybound taxis leaving the stance performing U-turns in the immediate vicinity of the Foot of the Walk junction, a new pedestrian crossing and a busy bus stop. As such, it is expected that there would be safety concerns should the stance be reinstated on Leith Walk. The alternative for citybound taxis would be to divert via Great Junction Street or Duke Street, which would result in lengthier journeys.

I can confirm that consideration was given to whether there were any other locations nearby which would be suitable for the taxi stance, however no sites were identified.

City Car Club Bay

Please note that the City Car Club bay is shown as 11 metres in length within the existing legal Order, although I appreciate that this is not what is currently marked on site. It is however our intention to mark the bay at its full length as part of the proposals.

Statutory Processes

Please note that two separate statutory processes require to be undertaken in parallel to enable the proposed changes:

- the advertised Traffic Regulation Order (TRO/14/34), to which you have objected, is required to change the position of the Doctor's parking bay and the City Car Club bay;
- the relocation of the taxi stance is being promoted under a second process which is governed by the Civic Government (Scotland) Act 1982

I can confirm that we are considering your objection as part of both processes.

Next Steps

Should the information provided above be sufficient to allow you to withdraw your objection to either or both of the two statutory processes, 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 to both.

A report on the maintained objections relating to the Traffic Regulation Order will be made to the Council's Transport and Environment Committee on 28 October 2014. A separate report will be made to the Council's Regulatory Committee on 21 November 2014 relating to the taxi stance procedure. Your objection to both processes will be considered by the relevant Committee. The reports will be available on the Council's website seven days prior to the Committee meetings - these can be viewed at:

<http://www.edinburgh.gov.uk/cpol>

Should you wish to discuss this matter further, please do not hesitate to contact me using the details below.

Yours sincerely



Callum Smith
Senior Professional Officer
(Projects Development)



NOTES:

Legend

- Doctors parking bay
- City Car Club parking bay
- Taxi stance

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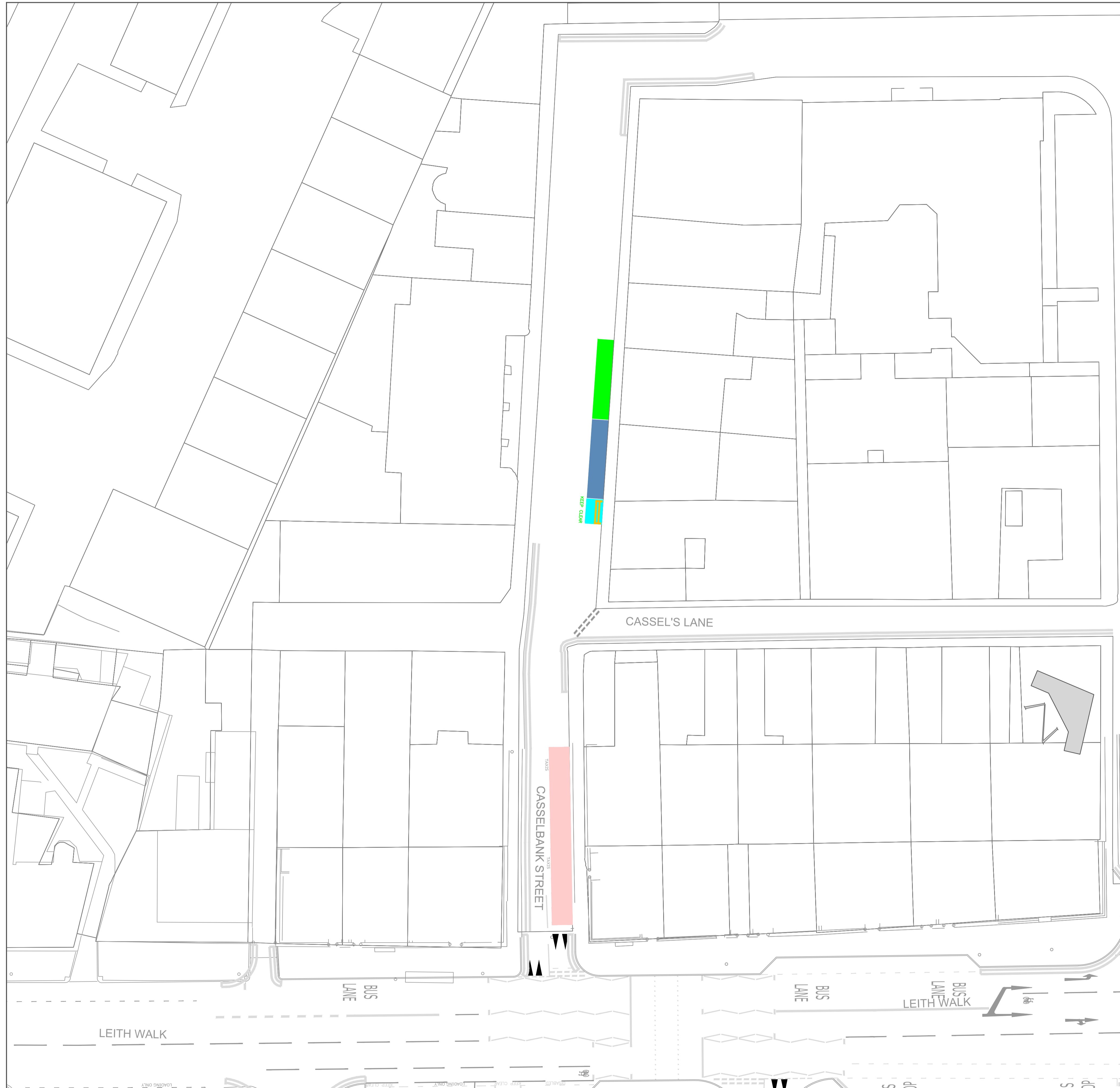
A	Taxi stance detail added	AP	11/9/14	CS
REVISION	DETAILS	BY	DATE	CHECKED



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
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THE LEITH PROGRAMME
 LEITH WALK
 CASSELBANK STREET
 TRAFFIC REGULATION ORDER
 PRE TRAMWORKS LAYOUT

Date: March 2013	Job No.: 636045	Drawn by: S MACKENZIE
Scale: 1:500		Checked by: D WILSON



NOTES:

Legend

- Doctors parking bay
- City Car Club parking bay
- Domestic bin bay
- Taxi stance
- Double yellow line markings

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A	Taxi stance detail added	AP	11/9/14	CS
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THE LEITH PROGRAMME
LEITH WALK
CASSELBANK STREET
TRAFFIC REGULATION ORDER
LEITH PROGRAMME LAYOUT

Date: March 2013	Job No.: 636045	Drawn by: S MACKENZIE
Scale: 1:500		Checked by: D WILSON

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

City of Edinburgh Play Strategy – referral from the Education, Children and Families Committee

Item number	7.22
Report number	
Wards	All

Executive summary

The Education, Children and Families Committee on 9 December 2014 considered a report on the City of Edinburgh Play Strategy. The Committee agreed to refer the report to the Transport and Environment Committee to raise awareness, and increase consideration of the impact committee decisions have on children's play.

Terms of Referral

City of Edinburgh Play Strategy

Terms of referral

- 1.1 On 9 December 2014, the Education, Children and Families Committee considered a report on the City of Edinburgh Play Strategy.
- 1.2 The Education, Children and Families Committee agreed:
 - 1.2.1. To accept the revision of Play in Partnership: a Play Strategy for the City of Edinburgh.
 - 1.2.2. That Play in Partnership: a Play Strategy for the City of Edinburgh be circulated to the Culture and Sport, and Transport and Environment Committees to raise awareness, and increase consideration of the impact Committee decisions have on children's play.
 - 1.2.3. To accept the policy principles to use primary school grounds for community use for play outside of teaching hours.
 - 1.2.4. To note the significant commitment of time and fundraising from parents in helping transform school playgrounds
 - 1.2.5. That the Play Strategy be amended to detail the financial commitments made under the rising rolls report to improve playgrounds adversely affected by new accommodation.
 - 1.2.6. To thank the officers for their work on the play strategy.

For Decision/Action

- 2.1 The Transport and Environment Committee is asked to consider the attached report.

Background reading / external references

Education, Children and Families Committee 9 December 2014.

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Ross Murray, Assistant Committee Clerk

E-mail: Ross.Murray@edinburgh.gov.uk | Tel: 0131 469 3870

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	City of Edinburgh Play Strategy – report by the Director of Children and Families

10am, Tuesday, 9 December 2014

City of Edinburgh Play Strategy

Item number	
Report number	
Executive/routine	Executive
Wards	All

Executive summary

The report provides a summary of the progress made in Outdoor Play and Active Learning from October 2013 - October 2014. It reviews the City of Edinburgh Play Strategy, *Play in Partnership: a Play Strategy for the City of Edinburgh* in response to the latest national and international guidance.

The report includes results of an audit of current arrangements for access to primary school playgrounds for play out with teaching hours, and the attached document sets out policy principles on access to primary school playgrounds for play out of teaching hours.

Links

Coalition pledges	P5
Council outcomes	CO1 , CO2 , CO3 , CO4 , CO5 , CO6
Single Outcome Agreement	SO3

City of Edinburgh Play Strategy

Recommendations

- 1.1 That Committee accepts the revision of *Play in Partnership: a Play Strategy for the City of Edinburgh*.
- 1.2 That *Play in Partnership: a Play Strategy for the City of Edinburgh* is circulated to the Culture and Sport, and Transport and Environment Committees to raise awareness, and increase consideration of the impact Committee decisions have on children's play.
- 1.3 That Committee accepts the policy principles to use primary school grounds for community use for play outside of teaching hours.

Background

- 2.1 *Play in Partnership: a Play Strategy for the City of Edinburgh* was adopted by Council in 2000, and reviewed in January 2009.
- 2.2 In June and November 2013, the Scottish Government launched the national *Play Strategy for Scotland: Our Vision*, and *Play Strategy for Scotland: Our Action Plan* and subsequently a review of *Play in Partnership: a Play Strategy for the City of Edinburgh* has been developed in line with the national policy.
- 2.3 The Education, Children and Families Committee of 8 October 2013 approved the recommendation to review the policy for the community use of school grounds for play outside teaching hours.

Main report

Key Achievements October 2013 to October 2014.

- 3.1 Councillor Keith Robson has taken up the role of Play Champion, chairing the developing Edinburgh Play Forum which meets quarterly. The Play Forum is a partnership of voluntary sector play organisations supported by the City of Edinburgh Council and Inspiring Scotland to provide a vehicle to build play opportunities in communities and attract additional funding for play projects. The Edinburgh Play Forum will inform the Council's Play Strategy Steering Group.
- 3.2 The Grounds for Learning Playing Naturally in Schools project, worth a total of £150,000, at Carrick Knowe, Castleview, Lorne, Granton, Buckstone and Sighthill Primaries is nearing completion. The experience from the successful Grounds for

Learning project at Castleview Primary has shown that it is possible to enhance the school playground for play in partnership with PPP providers without making changes to the existing contract. Children's play opportunities have been greatly enhanced and project schools are reporting an improvement in social interaction, behaviour, inclusion and learning, in addition to higher levels of physical activity. The schools will act as exemplars for transforming school grounds for natural play and outdoor learning opportunities.

- 3.3 Cramond Primary School was successful in attracting Active Places Legacy Funds and the school and Parent Council raised funds to match. The management of the design and installation of the extensive landscape project (£104,000) was overseen by the Head Teacher in partnership with the Parent Council. The head teacher reports that the impact on play, pupil social, emotional and physical development within the school day and beyond is immeasurable. Staff no longer have to deal with playground squabbles, concentration levels are improved and collision injuries have been reduced. Staff use the outdoor space for learning and families use it after school and at weekends and as a community place.
- 3.4 A Grounds for Learning bus tour/conference to learn from natural play projects was organised in partnership with the Council on 3 October 2014 and delegates from across Scotland visited Castleview, Buckstone, Sighthill and Cramond Primaries.
- 3.5 The Education, Children and Families Committee of 8 October 2013 noted a commitment to the inclusion of outdoor play and active learning through the design of school grounds when planning for new schools. This principle is being practised in the new nursery developments at Wardie, Duddingston and Fox Covert nurseries, and will be included in any future new primary schools.
- 3.6 Parent Councils at Bruntsfield and Trinity primaries have both been successful in attracting Legacy funding. Currently Bruntsfield is at the stage of letting the contract, with a target completion date of March 2015. Bruntsfield Primary plans to have a closed playground with the facilities only available out of hours through the leasing system. Trinity is still in the design and planning stage.
- 3.7 Sciennes Primary's current focus is on works which seek to refurbish the existing playground areas as a school and community asset. The scope includes the existing landscape strip (south of Sciennes Road) which may offer additional community play space. They have received South Central Neighbourhood Partnership funding to commission designs for the playground areas and landscape strip with the intention to progress a February submission for **sportscotland** Legacy 2014 Active Places. It should be noted this Active Places submission is not connected to the proposal to extend the playground into Sciennes Road (Phase 3).
- 3.8 Parent Councils at other primary schools are at various stages of actively seeking funding and planning for playground improvement projects. These include Broughton, Flora Stevenson, James Gillespie's, Towerbank, Royal Mile, South Morningside and Currie primaries.

- 3.9 A full day Loose Parts* play training, including risk benefit assessment, was delivered in partnership with Grounds for Learning for whole staff teams and all pupils at each of the six Playing Naturally project schools. In addition three training days, including dynamic risk assessment to support challenge and 'risky' play, were attended by all 50 Pupil Support Assistants to enable them to facilitate natural play during school breaks.
- 3.10 The promotion of play and active learning outdoors continues to be targeted through play development training across the city. A further 629 staff from Early Years and Primary settings have received play development training for Outdoor Play and Active Learning, Forest Education, Lead Teacher in Outdoor Learning (in partnership with the Sports and Outdoor Learning Unit), and Loose Parts Play over the year. A partnership has been developed with Play Box in Gilmerton to extend capacity to deliver loose parts training, and classes from schools can now visit Play Box for taster sessions before developing their own school resources.
- 3.11 The Nature Play Conference was held in March 2014 in partnership with the Edinburgh Forest Education Initiative Cluster Group. The theme of engaging families in nature play provided 90 delegates with a wide range of practical ideas and activities to enhance children's outdoor play experiences and develop outdoor learning partnerships between practitioners and parents.
- 3.12 In the past 12 months a total of 306 Early Years and CLD practitioners have received play@home, PEEP and Pre-Birth to Three training to support parents to play with their children. A partnership between Play Development, NHS Lothian and the Information Learning Resources have facilitated the delivery of play@home pre-school books to the families of every 3 year old across the city attending Early Years settings.
- 3.13 In the community a total of 86 parents have received play training, and 34 Out of School Care workers attended workshops on loose parts and outdoor play.
- 3.14 Edinburgh's Playday event in The Grassmarket on 30 July 2014 highlighted the importance and value play opportunities to families, and was estimated to have the highest number of children playing in a city street in the history of the event, attracting over 1,000 participants. Playday posts were the most popular ever viewed on the Bright Futures blog (over 3,000 views), and was also one of the highest ever 'hits' on the Council Facebook page with over 10,000 people reached.
- (*Loose Parts Theory [Nicolson, 1971] uses natural and recycled materials which can be moved, carried, combined, redesigned, lined up, taken apart and put back together in multiple ways, providing a rich play environment.)
- 3.15 The City of Edinburgh Council playcards which are distributed at Playday events have been made available to parents on line through the Council website. Research for the national Play Strategy Implementation Group found that Edinburgh led the way in terms of making information available to parents and carers on cost-effective play resources in the home, relative to the amount of information available from local authorities across Scotland.

- 3.16 A pilot Play Ranger project was organised by a partnership between the Council, The Yard Adventure Centre, The City of Play and North Edinburgh Arts centre and funded by Inspiring Scotland. The outdoor, adventurous, free-play project was operated by staff from The Yard at no cost to children on a brownfield site in Muirhouse for 20 days during July-August 2014. The project was attended by an average of 30 children daily.
- 3.17 Playing Out, an information and planning event has led to the development of a tool kit in partnership with Council roads officers to assist residents to organise road closures for street play opportunities in their communities. The first resident led Playing Out event took place on 30 October 2014.
- 3.18 Edinburgh Play Forum member The City of Play, social enterprise landscape architects, made a presentation to Planning Committee members on the importance of play and the consideration of playful city design and planning for housing.

Play Strategy Review

- 3.19 The publication of the Play Strategy for Scotland has national influence on the way that play should be addressed and includes a rights based approach. The strategy is divided into four domains: In the Home; At Nursery and School; In the Community; and Positive Support for Play.
- 3.20 A review of *Play in Partnership: a Play Strategy for the City of Edinburgh* has been developed in line with the national policy. The play sector across the city was consulted on the policy statements contained in Edinburgh's current play strategy document, through the Edinburgh Play Forum and at a public event, Putting Play on the Map. This has led to revisions of the play strategy vision, values and outcomes. (Appendix 3)
- 3.21 Pupils at eight primary and three secondary schools in Edinburgh responded to two surveys on play. 357 primary pupils completed the *Play Survey* and 286 secondary pupils completed the *'Hanging Out'/Play Survey*. Both surveys asked similar questions, with some of the wording and some of the possible responses tailored to younger or older children/young people as appropriate. 73% of Primary but only 23% of Secondary pupils felt that their school grounds were a good place to play or hang out.
- 3.22 A survey of 77 primary schools in Edinburgh in April 2014 found that less than 20% had a school play policy. The survey found that 42% of schools had grounds which were freely available to children out of school hours, and of these 38% were available for play at all times (evenings, weekends and holidays). A total of 16% of all schools had grounds which were partially available, but 42% of schools had grounds which were not at all available for play out of hours.

Future Priorities for the Play Strategy Action Plan

In the Home

- 3.23 Play@home will continue to be provided as a training course for practitioners supporting parents on the CPD directory for the next year. We will continue to support

the delivery of play@home pre-school books to every 3 year old across the city in Early Years settings. The next cohort of books will be distributed in January and February 2015 through the Information Learning Resources unit.

- 3.24 Play training sessions will continue to be delivered as part of the Pre-Birth to Three programme.
- 3.25 Information and resources for parents will continue to be made available on-line, with further resources developed. A survey of parents attending Edinburgh's Playday on their attitudes to play will inform what type of play information may be most useful in influencing parents.

At Nursery and School

- 3.26 In nurseries and other Early Years settings a priority will be to support the development of play gardens in facilities providing provision for Eligible Twos. £40,000 has been allocated to the OPAL Space for Two's project which will be rolled out to Early Years Hubs to support practice and improve outdoor space in 12 settings.
- 3.27 Support will continue to nurseries and schools for the development of play spaces, with priority given to Wardie, Fox Covert and Duddingston Nurseries and Rising Roles Primaries.
- 3.28 Positive Action Schools will be a priority for school ground improvements for play. A funding bid is being developed with the External Funding Officer to develop and deliver natural play in 12 school grounds over a three year period, linking to Modern Apprentice and / or Activity Agreements to engage young people in the project.
- 3.29 Support will continue to be given to schools seeking to help to develop their school grounds. Advice on issues for schools to consider when planning and fund raising for play facilities in school grounds are included in the accompanying document (Appendix 4) setting out policy principles and considerations for the use of school grounds out of hours for play.
- 3.30 Support will be given to schools to develop individual school play policies.
- 3.31 Play training in nurseries and schools will continue to be promoted through Outdoor Play and Active Learning (OPAL). Loose Part Play training will be delivered to promote positive use of outdoor play space in nurseries and schools. Rising Rolls Schools will be particularly targeted to assist staff to make best use of changing playground facilities.
- 3.32 Play in outdoor learning will be prioritised through staff training in Lead Teacher in Outdoor Learning, Forest Education practitioner qualifications, and other CPD opportunities.
- 3.33 The annual Nature Play conference in partnership with Outdoor Woodland Learning (formerly FEI) will take place in March 2015.

In the Community

- 3.34 School buildings and their grounds often represent the largest single asset for many local communities. The primary school playground is the closest open space to the homes of many children, particularly those living in city centre tenements with no access to outdoor space. Opportunities for children to play in their community will be enhanced through access to primary school grounds for play out of teaching hours.
- 3.35 If accepted by Committee, the accompanying document (Appendix 4) setting out policy principles and considerations for the use of school grounds out of hours for play will be promoted with primary schools across the city to support the community use of school grounds for play. Core principles are:
- 3.35.1 Children have access to the playground for freely chosen play (as opposed to community leasing of sports facilities or 'pay and play')
 - 3.35.2 A range of options are considered, depending on the individual school and community need, including: open access; access limited by time/and or space; playground access during current leasing hours; access through a stewardship agreement
 - 3.35.3 School gates are not locked as a default position, but consideration is given to whether they should be locked, when gates should be locked and by whom they are locked, and if they can be left open
 - 3.35.4 When improving school grounds for play, additional costs may be incurred and must be considered by the school community when raising funds
 - 3.35.5 Safety and risk is put into a real rather than perceived context using risk benefit assessment. Building risk-benefit assessment into the risk management approach to open playgrounds takes into consideration all relevant factors
- 3.36 PPP Project School contracts currently require that all schools and grounds are left secured at the end of each core hour day. The opening of PPP primary school grounds for community use for play outside of teaching hours would represent a change to the existing contractual arrangements and would require detailed discussion and engagement within each Project Agreement, and consent cannot be presumed or guaranteed. To consider a change in PPP contract agreements would require costs to be incurred through the provision of legal and other relevant advice and, if agreed, would also be likely to result in a change to the ongoing unitary charge which is paid for the schools in question to cover variations such as changes to insurance cover and the associated premiums.
- 3.37 It will be a priority to communicate with primary Head Teachers on the dissemination of the policy principles and to share good practice. Consideration on the use of school's for community use for play out of school hours will be made on a case by case basis in discussion with the relevant Services for Communities officers and PPP partners.
- 3.38 The Playing Out Toolkit will be made available on-line, and resources required for road closures will be made available in Neighbourhood centres.

- 3.39 Funding will be sought for further Play Ranger projects to deliver outdoor adventurous play in partnership with Inspiring Scotland and the voluntary sector.
- 3.40 Funding is being actively sought from the private sector to organise a Festival of Play, bringing the type of activities showcased at Playday to communities across the city with assistance from Inspiring Scotland. (It should be noted that talks on funding have been delayed due to a change of staff at Inspiring Scotland.)
- 3.41 Play Development will contribute to work undertaken by Planning and Parks and Greenspace officers on the reviews of the Open Space Strategy and Play Area Action Plan, and contribute information from pupil play surveys.

Positive Support for Play

- 3.42 Edinburgh's Play Champion will continue to promote play city wide and seek media opportunities to inform the public of the importance of play to children and young people's well being and development.
- 3.43 The Edinburgh Play Forum will continue to develop and contribute to the partnership approach of the play strategy implementation. New partnerships will continue to be sought to deliver support for play city wide.
- 3.44 Opportunities will be explored to make further use of Council social media to promote play to the Edinburgh public.

Measures of success

- 4.1 Increased awareness of the benefits of play for child development to parents and communities, measured by: uptake of play@home resources; number of website views for playcards.
- 4.2 Increased children's opportunities for regular outdoor free play and active learning, measured by: the number of schools and nurseries making ground improvements for play; the number of schools participating in play training; the number of schools operating play strategies.
- 4.3 Increased community access to play opportunities measured by: the number of schools implementing effective approaches to dealing with the various practical challenges and issues involved in providing play in schools out of hours; the numbers of children attending Play Ranger projects; the numbers of communities organising Playing Out street events.
- 4.4 Playday attendance and survey; views of social media and webpage content.

Financial impact

- 5.1 There is a neutral impact on overall Council budgets.

Risk, policy, compliance and governance impact

- 6.1 Risk in play settings is managed through recognised benefit risk assessment principles in individual settings. Compliance for annual inspections will be made by Corporate Property.

Equalities impact

- 7.1 The rights of the child will be enhanced by improving all children's right to play (UNCRC article 31).
- 7.2 Not every child will be able to access every facility as a range of challenge and risk should be available, however every child should have access to facilities relevant to their age, stage, ability and cultural preference.

Sustainability impact

- 8.1 There are no impacts on carbon, adaptation to climate change or sustainable development arising directly from this report.

Consultation and engagement

- 9.1 77 primary schools responded to a survey on use of grounds out of hours.
- 9.2 357 primary pupils completed the *Play Survey* and 286 secondary pupils completed the *'Hanging Out'/Play Survey*.
- 9.3 Edinburgh Play Forum members were consulted on the contents of Edinburgh's Play Strategy.
- 9.4 The Putting Play on the Map consultation event was widely advertised through-out the third sector via EVOC and Edinburgh Play Forum partners.
- 9.5 Parent's views on their children's play and attitudes to play were sought during a consultation carried out with adults attending Playday.

Background reading/external references

[UN General Comment on Article 31](#)

[Scottish Government, Play Strategy for Scotland: Our Vision](#)

[Scottish Government, Play Strategy for Scotland: Our Action Plan](#)

Gillian Tee

Director of Children and Families

Contact: Margaret Westwood, Senior Play Development Officer

E-mail: margaret.westwood@edinburgh.gov.uk | Tel: 0131 469 3382

Links

Coalition pledges	P5 Seek to ensure the smooth introduction of the Curriculum for Excellence and that management structures within our schools support the new curriculum
Council outcomes	CO1 Our children have the best start in life, are ready to make and sustain relationships and are ready to succeed CO2 Our children and young people are successful learners, confident individuals and responsible citizens making a positive contribution to their communities CO3 Our children and young people in need, or with a disability, have improved life chances CO4 Our children and young people are physically and emotionally healthy, CO5 Our children and young people are safe from harm and fear of harm, and do not harm others within their communities CO6 Our children's and young people's outcomes are not undermined by poverty and inequality
Single Outcome Agreement	SO3 Our children and young people enjoy their childhood and fulfil their potential
Appendices	<ol style="list-style-type: none">1. Play Review Report (13 January 2009)2. Outdoor Play and Active Learning Report (8 October 2013)3. Draft Play in Partnership: a Play Strategy for the City of Edinburgh 20144. Draft Policy on access to primary school playgrounds for play out of teaching hours.5. Photographs of natural play playground improvements

Play in Partnership: a Play Strategy for the city of Edinburgh

Revision Draft (2014)

International and National perspectives

Freedom to play is every child's right under article 31 of the United Nations Convention on the Rights of the Child. In 2013 the UN published General Comment number 17 on article 31, which expands and describes what the UNCRC means by the right to play. In response the Scottish Government launched the national *Play Strategy for Scotland: Our Vision*, and *Play Strategy for Scotland: Our Action Plan*. *Play in Partnership: a Play Strategy for the city of Edinburgh* reflects these principles.

What is Play?

Play is fundamental to children's quality of life, and it is the way that they enjoy their childhood. It is often described as 'what children and young people do when not being told what to do by adults'. Play is fun, but it can also be challenging and make children's hearts beat faster! It can be lively or relaxed, noisy or quiet, solitary or with friends. Play can happen with or without equipment, indoors or outside. It can be light hearted or very, very serious!

Why Play?

Play is essential for children's healthy physical and emotional growth, to acquire social and behavioural skills and for their educational development. Children need freedom to play to practise skills, explore the world around them and develop understanding in their own way and in their own time. The essence of play is that it comes from children's innate need to express themselves, to explore, learn about and make sense of their world.

Edinburgh's Vision

Edinburgh aims to be a play friendly city where all children and young people can enjoy their childhood. They will have access to play opportunities in a range of different settings which offer variety, adventure and challenge. They will be able to play freely and safely and make choices about where, how and when they play.

Edinburgh's Play Values

1. Play is a fundamental right for every child.*
2. Play is an activity which is valuable in its own right. It is about the fun and satisfaction of the participant and benefits children, young people, families and communities.
3. Play is a valued activity through which children and young people can express and manage their feelings, make new friends, acquire new skills, and gain an understanding of the world around them, supporting them to achieve the best start in life.
4. Play in Edinburgh values the benefit of risk and challenge based on risk benefit assessment. Every child and young person in Edinburgh should be able to play freely and safely while learning to manage risks, and make choices about where, how and when they play according to their age, stage, ability and preference.
5. Children and young people in Edinburgh have the right to well maintained, quality play environments which provide stimulation and challenges relevant to their age and ability.
6. The views, opinions and experiences of children and young people should be a central consideration in the development of play policies and especially in the planning and design of the environments in which they play.
7. Edinburgh values play as a life-enhancing experience in the home, at nursery and school and in the community.

**Article 31 United Nations Convention on the Rights of the Child*

The Playwork Principles

These principles establish the professional and ethical framework for playwork and as such must be regarded as a whole. They describe what is unique about play and playwork, and provide the playwork perspective for working with children and young people. They are based on the recognition that children and young people's capacity for positive development will be enhanced if given access to the broadest range of environments and play opportunities.

1. All children and young people need to play. The impulse to play is innate. Play is a biological, psychological and social necessity, and is fundamental to the healthy development and well being of individuals and communities.
2. Play is a process that is freely chosen, personally directed and intrinsically motivated. That is, children and young people determine and control the content and intent of their play, by following their own instincts, ideas and interests, in their own way for their own reasons.
3. The prime focus and essence of playwork is to support and facilitate the play process and this should inform the development of play policy, strategy, training and education.
4. For playworkers, the play process takes precedence and playworkers act as advocates for play when engaging with adult led agencies.
5. The role of the playworker is to support all children and young people in the creation of a space in which they can play.
6. The playworker's response to children and young people playing is based on a sound and up to date knowledge of the play process, and reflective practice.
7. Playworkers recognise their own impact on the play space and also the impact of children and young people's play on the playworker.
8. Playworkers choose an intervention style that enables children and young people to extend their play. All playworkers intervention must balance risk with the developmental benefit and well being of children.

Outcomes for Edinburgh's Play Strategy

Outcome 1

Children are more active, confident, socially and emotionally resilient, and are able to experience, judge and manage risk.

Outcome 2

The importance and value of play is understood and recognised by parents and carers, staff, residents and communities city wide.

Outcome 3

Good quality and varied play places and spaces are widely available to children and young people in Edinburgh.

Outcome 4

Play experiences for children and young people are facilitated by staff who have relevant competences and training opportunities, and who adhere to the Principles of Playwork.

Policy Principles - Access to Primary School Playgrounds for Play Out of Teaching Hours

Rationale

- 1.1 The benefits of play for child development are well known and evidenced. They include improving physical activity and dexterity, developing social skills, stimulating creativity and imagination, supporting intellectual curiosity and self-led learning and helping to foster a love for the natural world and the outdoors.
- 1.2 Through play, children develop resilience and flexibility, contributing to physical and emotional wellbeing. For children playing is one of the most important aspects of their lives and schools often offer ideal space for children to play and interact with one another close to home.
- 1.3 Schools that develop their outdoor play provision commonly report improvements in behaviour, classes that settle more quickly after break time, children who are happier and more content in school and Curriculum for Excellence experiences and outcomes that happen at playtime without active teacher input.
- 1.4 National evidence suggests that when school grounds are used by the wider community, out of teaching hours and during holidays (even on an unsupervised basis) the risk of damage and break-ins is dramatically reduced. The children and young people who regularly use the school grounds are not the ones who vandalise it; they value the provision.
- 1.5 The Scottish Government's Play Strategy for Scotland: Our Vision document was published in June 2013 and the Play Strategy for Scotland: Our Action Plan on 28 October 2013. The Action Plan includes consideration of options for increasing community access to school playgrounds out of school hours.
- 1.6 School buildings and their grounds often represent the largest single asset for many local communities. The primary school playground is the closest open space to the homes of many children, particularly those living in city centre tenements with no access to outdoor space.
- 1.7 The benefits of using primary school grounds for playing include:
 - Increased pupil motivation and self-esteem
 - Enhanced partnership working with the community
 - Reduced pupil disaffection
 - Improvements in child behaviour and social skills
 - Improved local availability of play opportunities
 - Better opportunities for children outside school hours
 - Opportunities which prevent children and young people progressing to greater levels of risk

Policy Principles

- 2.1 The principles for a policy for access to primary school grounds for play out of teaching hours would be:

- Children have access to the playground for freely chosen play (as opposed to community leasing of sports facilities or 'pay and play')
 - A range of options are considered, depending on the individual school and community need, including: open access; access limited by time/and or space; playground access during current leasing hours; access through a stewardship agreement
 - School gates are not locked as a default position, but consideration is given to whether they should be locked, when gates should be locked and by whom they are locked, and if they can be left open
 - When improving school grounds for play, additional costs may be incurred and must be considered by the school community when raising funds
 - Safety and risk is put into a real rather than perceived context using risk benefit assessment
- 2.2 Providing play opportunities within school grounds can be a challenge and some schools and some communities may encounter more challenges than others. Community use of school grounds is at the discretion of the head of establishment, however wherever possible primary school grounds should be made available for children's use out of school hours.
- 2.3 Where schools are already accessed by children for play out of hours playgrounds should not be locked.
- 2.4 Where the head of establishment deems it is necessary to lock the playground, wherever practically possible this should only be done when the building itself is locked. This may be done by allowing playground access during leasing hours or access through stewardship agreements.
- 2.5 Issues to be considered on an individual school basis:
- Children's views and play needs
 - What other facilities/spaces for free play are available in the community
 - What after school programme of activities is currently on offer
 - What resources are needed
 - What are the community views on noise, anti social behaviour and vandalism
 - What is the impact on community relations
 - What existing systems or community groups are already in place which could support this initiative
 - Hours of darkness in winter
 - PPP status
 - Building risk-benefit assessment into the risk management approach to open playgrounds, taking into consideration all relevant factors

Improvements to School Grounds for Play

- 3.1. Improvements to school grounds for play can benefit schools and communities.

- 3.2. Parent School Associations may wish to improve their school grounds for play, and often raise funds to do so.
- 3.3. Heads of establishment are ultimately responsible for the management of these facilities, including the installation process.
- 3.4. Heads of establishment should ensure that relevant colleagues are included in the planning process including officers from Play Development, Health and Safety, Facility Management, Estate Services, Corporate Property Maintenance, Grounds Maintenance, Insurance, PPP partners etc when considering making changes.
- 3.5. When raising funds to improve school grounds for play it is essential to factor in costs for a designer, project manager/quantity surveyor, post-installation inspection and future fund raising for repairs and maintenance as these must also be met by the school community.
- 3.6. When planning to improve grounds the community views on noise, anti social behaviour and vandalism should be taken into consideration and actively addressed.
- 3.7. Heads of establishment should take a risk benefit approach to the improvement of school grounds, and maintain a dynamic risk assessment of the facility and its use. The principle of including children in the risk assessment is important for sustainable use. The Head may nominate a lead teacher but ultimately retains the management responsibility.
- 3.8. Provision should be made for regular inspection of the facilities by school staff.
- 3.9. Loose parts*, sand areas and creative spaces have far greater impact than trim trails, slides and other commercial equipment. Play training for teachers and support staff is invaluable for a successful and sustainable project.

*Loose Parts Theory [Nicolson, 1971] uses natural and recycled materials which can be moved, carried, combined, redesigned, lined up, taken apart and put back together in multiple ways, providing a rich play environment.

Examples - Grounds for Learning Playing Naturally in Schools

Castleview Primary (PPP school)



Lorne Primary City Centre



Our Place - Cramond Primary School



Before

After



Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Annual Review of Major Events in Parks

Item number	8.1
Report number	
Executive/routine	Routine
Wards	All

Executive summary

A report detailing the review of the Parks and Greenspace Edinburgh Parks Events Manifesto was presented to, and approved by, the Transport and Environment Committee on 28 August 2014. The Committee requested that the annual review of events carried out by the Parks and Greenspace Service be reported to Committee on a yearly basis. This report details the results of the 2014 events review. It notes the concerns raised and the mitigating actions which will be taken to ensure continual improvement in the planning and management of future events.

Links

Coalition pledges	P24 , P48
Council outcomes	CO20 , CO23 , CO24
Single Outcome Agreement	

Annual Review of Major Events in Parks

Recommendations

- 1.1 It is recommended that Committee notes the content of this report.

Background

- 2.1 An annual review of large events was undertaken in September 2014. Event organisers, local councillors, neighbourhood teams, internal partners, sports users and local stakeholders were asked for their feedback following the major events which were held in their local park.

Main report

- 3.1 There were 12 major events reviewed (excluding Edinburgh's Christmas), which were held over five locations, The Meadows, Leith Links, Inverleith Park, Princes Street Gardens and Calton Hill. A review document was sent out to relevant groups and individuals on 9 September 2014. The full responses are detailed in Appendices 1-5.
- 3.2 In summary, the review suggests that, with a few exceptions, respondents were generally happy with how the events proceeded and were managed.

The Meadows

- 3.3 Twenty four groups/organisations were contacted for comment on 4 events held in the Meadows;
- Meadows Festival (7 responses received)
 - Meadows Festival Funfair (6 responses received)
 - The Ladyboys of Bangkok (8 responses received)
 - The Fringe Festival Funfair (7 responses received)
- 3.4 Concerns were raised regarding the length of time some events were on site, the number of caravans, the use of tracking and whether more or less was required for vehicles moving about the site.

- 3.5 Noise was cited as a problem from the two funfairs and the Meadows Festival.
- 3.6 It should be noted that drainage improvement works were carried out on the site prior to the arrival of The Ladyboys of Bangkok. In an effort to minimise damage, work was also carried out to prepare the ground prior to the event set up. The area was treated with a growth retardant (this slows grass growth down and reduces stress on the shoots), the area was scarified and sown with a mix of grass seed which encourages the germination process to begin once exposed to light (i.e. when the tents were de-rigged) These preparations were, in the main, considered very successful. It should be noted that this kind of preparation is only appropriate for events held over more than a fortnight during the summer months (the grass growing season).

Leith Links

- 3.7 Sixteen groups/organisations were contacted for comment on three events held in Leith Links;
- Leith Festival (2 responses)
 - Leith Festival Funfair (1 response)
 - The Mela (2 responses)
- 3.8 The only concerns highlighted, related to traffic management signage and TROs.

Inverleith Park

- 3.9 Fifteen groups/organisations were contacted for comment on two events held in Inverleith Park;
- The Moonwalk (six responses)
 - Foodies Festival (seven responses)
- 3.10 The Moonwalk was considered by some consultees as too large for the site, insufficient tracking was also cited as an issue, and the clear up operation by the event organiser and the damage left was considered by some as unacceptable. Comments from sports users suggested that there was severe disruption to sporting fixtures.
- 3.11 For both events tracking, traffic management and parking were highlighted as issues and several comments suggested that the reinstatement of the ground was too slow.

Princes Street Gardens

- 3.12 Eleven groups/organisations were contacted for comment on one event held in Princes Street Gardens;
- The Festival Wheel (4 responses)

- 3.13 The comments received mainly highlighted concern regarding the length of time on site and raised questions over the appropriateness of the event in a venue such as Princes Street Gardens.

Calton Hill

- 3.14 Eighteen groups/organisations were contacted for comment on two events held at Calton Hill
- Beltane (5 responses)
 - Dusherra (4 responses)

- 3.15 There were no concerns highlighted. However, the Collective Gallery did raise some specific points regarding communication between themselves and the Parks and Greenspace Service. This has been addressed and a procedure agreed between the two areas to work more closely together for future events.

How Will These Comments and Concerns Be Addressed?

- 3.16 All these events are subject to Event Planning and Organisational Group (EPOG) consideration, which is a multi-agency group lead by Public Safety and includes representatives from Events, Licensing, Roads and Neighbourhoods, along with external partners such as Police, Ambulance, and Fire Safety. Each event has its own individual EPOG group. The concerns and issues raised by this review will be addressed by these groups and, where possible, mitigated for future events.

Measures of success

- 4.1 Next year's review of the events held will show an improvement with regard to those issues highlighted as concerns noted in this year's review.

Financial impact

- 5.1 N/A

Risk, policy, compliance and governance impact

- 6.1 N/A

Equalities impact

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

Sustainability impact

- 8.1 There is a need to balance the requirements of event operators with the wishes of local communities and park user groups.

Consultation and engagement

- 9.1 The review was carried out with relevant stakeholders, a full list is shown in Appendices 1-5.

Background reading/external references

N/A

John Bury

Acting Director of Services for Communities

David Jamieson, Parks and Greenspace Manager

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

Links

Coalition pledges	P24 - Maintain and embrace support for our world-famous festivals and events P48 - Use Green Flag and other strategies to preserve our green spaces
Council outcomes	CO20 - Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care
Single Outcome Agreement	None
Appendices	Appendices 1-5 – full responses received Appendix 1 – The Meadows Appendix 2 – Leith Links Appendix 3 – Inverleith Appendix 4 – Princes Street Gardens Appendix 5 – Calton Hill

The Meadows Large Events Review 2014

<i>Consultee</i>	
<i>Event Organiser</i>	Drew Murphy (DR)
<i>Event Organiser</i>	Mitchell Taylor
<i>Event Organiser</i>	Barbara Stanton (BS)
<i>Event Organiser</i>	John Evans (JE)
<i>Community Parks Officer</i>	Mike Shields (CPO)
<i>Culture and Sport</i>	David Wardrop
<i>Events Team</i>	Susan Lanham
<i>Public Safety</i>	John McNeil (JMc)
<i>Neighbourhood Partnership</i>	Evelyn Kilmurry
<i>Community Council</i>	Marchmont & Sciennes - Alastair Philp (MSCC)
<i>Community Council</i>	Merchiston
<i>Community Council</i>	Tollcross
<i>Friends of the Park</i>	Heather Goodare (FOMBL)
<i>Local Councillor</i>	Cameron Rose (CR)
<i>Local Councillor</i>	Ian Perry
<i>Local Councillor</i>	Jim Orr (JO)
<i>Local Councillor</i>	Mark McInnes
<i>Local Councillor</i>	Melanie Main
<i>Local Councillor</i>	Paul Godzik
<i>Local Councillor</i>	Sandy Howat
<i>Local Councillor</i>	Steve Burgess
<i>Edinburgh Leisure</i>	Shirley Bowman (EdLeis)
<i>Edinburgh Leisure</i>	Ken Harvey
<i>The Southside Association</i>	Hilary McDowell (SA)

The Meadows Festival

MEADOWS FESTIVAL 2014	
Dates	Set up: 04 June Event start: 07 June Event end: 08 June Take down: 11 June
Description	2 day local community event and music festival
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“Yes tracking on site and was used, some vehicle movement is required off the tracking but this was carried out under the Community Park Officers directions and no damage occurred.” CPO</p> <p>“Most vehicles not on tracking and despite heavy rain damage has recovered.” MSCC</p> <p>“There were some problems but on the whole, especially in view of the wet weather, the event went well, with the minimum of damage to the ground. Reinstatement was carried out promptly.” FOMBL</p> <p>“Tracking was not used; we worked hard to keep vehicles on the paths as far as possible.” DR</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	<p>“No issues with deliveries.” CPO</p> <p>“Vans caused damage but not lasting impression.” MSCC</p> <p>“I am not aware of any.” FOMBL</p> <p>“Due to rainfall leading to sodden ground some damage was caused by delivery vehicles accessing the Meadows which was unfortunate but unavoidable.” DR</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>“The length of time the event was on site was not a problem, and there was almost no damage, only yellowing of grass which recovered quickly, and a small overseed was required.” CPO</p> <p>“Appropriate.” MSCC</p> <p>“The time was right for this kind of event, and was conducted in a responsible manner, with general enjoyment for the public.” FOMBL</p> <p>“The time on site was fine, plenty of time to set up and take down.” DR</p>
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	<p>“I had no issues on site with any of the vehicles.” CPO</p> <p>“None noticed.” MSCC</p> <p>“Not on the whole.” FOMBL</p> <p>“The Meadows Festival volunteers work hard in the build up to the festival and</p>

	over the weekend itself to manage vehicle movement on site with clear instructions beforehand and stewards on hand to direct and escort vehicles. However due to poor weather and the actions of some individuals some minor damage was caused which we hope to avoid in future years.” DR
Any Additional Comments	<p>“This event is well managed and I met with the Funfair Manager John Evans daily on site just to check everything going smoothly.” CPO</p> <p>“I think they all went pretty smoothly this year and not too much damage to grass as on some occasions.” MSCC</p> <p>“The music tent was much too loud: they should be asked to moderate the sound in future years.” FOMBL</p> <p>“I think that all the events went well in the circumstances with few reported issues.” JO</p> <p>“I was not present and there were no representations to me.” CR</p> <p>“Many thanks to the City of Edinburgh Council for enabling the Meadows Festival to take place and continuing to support the event.” DR</p> <p>“We have no real issues with any of these as they don’t impact a great deal on anything we have at the Meadows.” EdLeis</p> <p>There didn’t appear to be any tracking on site, however there were some vehicles parked on the grass – This didn’t seem to cause any damage due to the dry weather. This is a well organised community event. An accident was reported (trip over a “drain” on funfair site) but there were no drains on the funfair site. Injury treated by medical staff from Meadows Festival event. JMc</p>

The Meadows Festival Funfair

THE MEADOWS FESTIVAL FUNFAIR 2014	
Dates	Set up: 02 May Event start: 04 June Event end: 08 June Take down: 08 June
Description	Funfair rides
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“Yes tracking on site and was used, some vehicle movement is required off the tracking but this was carried out under the Community Park Officers directions and no damage occurred.” CPO</p> <p>“No issues observed.” MSCC</p> <p>“I am not aware of any serious breaches.” FOMBL</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	“No issues with delivery vehicles.” CPO

	<p>No comments made by MSCC</p> <p>No comments made by FOMBL</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>"No problems with the length of event." CPO</p> <p>"Appropriate." MSCC</p> <p>"The time was appropriate." FOMBL</p> <p>Appropriate length of time JMc</p>
Vehicles	Were there any issues with the event organiser's vehicles?
Comments	<p>"There was a slight issue with number of caravans on site, but this was resolved quickly following discussions with event manager Keith Taylor and Community Parks Officer Mike Shields." CPO</p> <p>"None observed." MSCC</p> <p>"Some were large and heavy, but on the whole were controlled." FOMBL</p>
Any Additional Comments	<p>"An Annual event, which causes no problems and damage to site, is very limited." CPO</p> <p>No comments made by MSCC</p> <p>"The music was far too loud. It was so deafening that you couldn't hear yourself speak in the smaller tents." FOMBL</p> <p>"I think that all the events went well in the circumstances with few reported issues." JO</p> <p>"I'm not aware of any issues." CR</p> <p>"We have no real issues with any of these as they don't impact a great deal on anything we have at the Meadows." EdLeis</p> <p>Event held in a contained site subject to a Public Entertainment Licence; no EPOG. Public Safety inspected the funfair and checked the validity ADIPS Certificates and insurance documents. An accident was reported (trip over a "drain") but there were no drains on the funfair site. Injury treated by medical staff from Meadows Festival event. JMc</p>

The Lady Boys of Bangkok

THE LADY BOYS OF BANGKOK 2014	
Dates	<p>Set up: 30 July</p> <p>Event start: 02 August</p> <p>Event end: 24 August</p>

	Take down: 26 August
Description	Cabaret show presented in a big top set up.
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“No. You could see the very large vehicles parked not on the tracking prior to take down.” SA</p> <p>“Tracking is put down for 3 days to allow for the build up of the event and then removed , but brought back for the last 3 days to allow for the breakdown of the event , This allows the grass to recover in-between, Vehicle movement also has to take place off the tracking but this is following on site discussions with community Parks officer Mike Shields and also depends on weather conditions.” CPO</p> <p>“Vehicles kept on trackway where possible. However, once ‘set up’ completed, trackway must be removed, by request of council and only re-laid for the ‘get out’ period.” BS</p> <p>“Not always.” MSCC</p> <p>“No: vehicles did not keep to the tracking.” FOMBL</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	<p>“I don’t know. I wasn’t checking. That is your job. That is what the fees are supposed to pay for isn’t it?” SA</p> <p>“No Delivery issues were raised Community parks Officer Mike Shields was on site daily during the event and met with management on site to monitor lease conditions which worked very well.” CPO</p> <p>“No.” BS</p> <p>“None observed.” MSCC</p> <p>“Not aware of any.” FOMBL</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>“This period is far too long. The grass has died and this year there is no plan to returf so we will have a large area of dead grass until well into next spring. !5 days total as for all other parks should be what happens here. Why doesn’t the Meadows have the same terms as other parks?” SA</p> <p>“Think the timescale is about right for this size of event taking place during the festival.” CPO</p> <p>“One additional week at the end of the festival would be beneficial to give us more time to ‘set up’ and dismantle and leave the site.” BS</p> <p>“Some people feel too long, others appropriate.” MSCC</p> <p>“The period was far too long. 15 days including set up and take down should have been ample.” FOMBL</p>
Vehicles	Were there any issues with the event organiser’s vehicles?

<p>Comments</p>	<p>“Why are so many people allowed to camp on the site? It isn’t necessary for security. If other events can manage without having residents on site then that should be the case for this event too. Security guards which patrol, not a ‘free’ camp site.” SA</p> <p>“The events management worked closely with Mike Shields daily with all vehicle movement.” CPO</p> <p>“No.” BS</p> <p>“Only minimal. Luckily caravans (not on tracking) seem not to have left lasting impression.” MSCC</p> <p>“Yes: heavy vehicles were observed not keeping to tracking. The 19 caravans did not use tracking for their very long stay. A month is far too long for caravans to be parked on grass. At Morton Hall Caravan Park they are asked to move on after a week. It is time that this event were asked to observe the same rules as in other Edinburgh parks, and agree to a maximum stay of 15 days. The grass had to be re-seeded since after the expensive drainage works re-turfing is not possible. It will take months to recover. This is not the way to treat a public park.” FOMBL</p>
<p>Any Additional Comments</p>	<p>“There was a cable left on site, apparently telephone, which Mike Shields asked Urban Circus to remove after I reported it on 8th September.” SA</p> <p>“With the New drainage now in place and with the strict lease conditions we put in place this has worked extremely well in limiting damage to the Meadows, we had also carried out some works and preseeding to the site prior to the event moving on which worked well ,and this year after they moved off site the ground was repaired and useable fully after a couple of weeks. I think the Urban Circus Management also take some credit for the way the site has been managed during their time on site.” CPO</p> <p>“The new drainage system made a huge difference to the maintenance of the site. Even when it rained heavily the water soaked away very quickly helping to preserve the condition of the grass. If the weather is dry next year we suggest that the use of trackway should assessed near to the date of the event, as putting metal trackway down to access/egress site causes more damage than not having trackway, especially as the drainage is now much improved.” BS</p> <p>“In my view everything went pretty well this year. The draining worked well despite inundations and the clearing up operation after each event was rapid and it is all looking good now, apart from the big mound of earth still there to the right of the bottom of middle meadow walk. I think they all went pretty smoothly this year and not too much damage to grass as on some occasions.” MSCC</p> <p>“Friends of the Meadows & Bruntsfield Links are seriously concerned at the lack of democratic accountability shown by the Transport & Environment Committee, which has once again made the Meadows the exception to the general rule that events on grass should not last for more than 15 days, in accordance with the advice given by David Jamieson, Manager of Parks and</p>

	<p>Greenspace.. The committee ignored the results of their own public consultation, which showed that the great majority of comments on events on the Meadows judged that four weeks is too long. We suggest that this decision should be carefully reviewed at the earliest opportunity.” FOMBL</p> <p>“I think that all the events went well in the circumstances with few reported issues. On the Ladyboys I understand that there will be a tender process next year which is helpful. I would also suggest that they have been permitted to stay for too long and am supportive of a 15 day maximum stay.” JO</p> <p>“I am not aware of any issues raised locally other than the ongoing concern amongst some residents – which has been well documented over a lengthy period – of their occupying that site for 28 days.” CR</p> <p>“We have no real issues with any of these as they don’t impact a great deal on anything we have at the Meadows.” EdLeis</p> <p>Event held in a contained site subject to a Public Entertainment Licence; no EPOG. Seemed to adhere to the parameters laid down. Damage done is very much weather dependant. JMc</p>
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Fringe Festival Funfair

THE FRINGE FESTIVAL FUNFAIR 2014	
Dates	Set up: 05 August Event start: 07 August Event end: 17 August Take down: 18 August
Description	Funfair rides
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“Yes tracking on site and was used, some vehicle movement is required off the tracking but this was carried out under the Community Park Officers directions and no damage occurred.” CPO</p> <p>“Not always.” MSCC</p> <p>“No, not always.” FOMBL</p> <p>“When it was practical.” JE</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	<p>“No issues with deliveries.” CPO</p> <p>No comments made by MSCC</p> <p>“I am not aware of any.” FOMBL</p> <p>“No.” JE</p>
Length of	Do you feel the event was on site for too long/too short a period of time

Event	(including build etc.)?
Comments	<p>“The length of time the event was on site was not a problem, and there was almost no damage, only yellowing of grass which recovered quickly, and a small overseed was required.” CPO</p> <p>“Appropriate.” MSCC</p> <p>“The period was right for the type of event.” FOMBL</p> <p>“No, we need to be open 3 weekends at the same rental costs.” JE</p>
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	<p>“I had no issues on site with any of the vehicles.” CPO</p> <p>“Minimal due to not on tracking.” MSCC</p> <p>“On the whole the vehicles were responsible for the minimum amount of damage.” FOMBL</p> <p>“No.” JE</p>
Any Additional Comments	<p>“This event is well managed and i met with the Funfair Manager John Evans daily on site just to check everything going smoothly.” CPO</p> <p>“In my view everything went pretty well this year. The draining worked well despite inundations and the clearing up operation after each event was rapid and it is all looking good now, apart from the big mound of earth still there to the right of the bottom of middle meadow walk. I think they all went pretty smoothly this year and not too much damage to grass as on some occasions. Funfair is the noisiest event but doesn’t last too long.” MSCC</p> <p>“This is an example of an event that used a large site with large and heavy vehicles, but on the whole managed not to damage the ground to any great extent. Keeping the length of the event to a fortnight was the key factor.” FOMBL</p> <p>“I think that all the events went well in the circumstances with few reported issues.” JO</p> <p>“I am not aware of any issues of concern. The long established issue is the noise to local dwellings – but I am not aware that was any different from previous years and there was no indication that they overran their hours.” CR</p> <p>“We have no real issues with any of these as they don’t impact a great deal on anything we have at the Meadows.” EdLeis</p> <p>“We need to have more caravans on the site for the show people especially those who have young children and the older show people.” JE</p> <p>Event held in a contained site subject to a Public Entertainment Licence; no EPOG.</p>

	Public Safety inspected the funfair and checked the validity ADIPS Certificates and insurance documents. JMc
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Leith Links Large Events Review 2014

<i>Consultee</i>	
<i>Event Organisers</i>	Mary Moriarty (MM)
<i>Event Organisers</i>	Mitchell Taylor
<i>Event Organisers</i>	Chris Purnell (CP)
<i>Community Parks Officer</i>	Fiona Devlin
<i>Culture and Sport</i>	David Wardrop
<i>Events Team</i>	Susan Lanham
<i>Public Safety</i>	John McNeil (JMc)
<i>Neighbourhood Partnership</i>	Anna Herriman
<i>Community Council</i>	Jim Scanlon
<i>Greener Leith</i>	Alastair Tibbit
<i>Leith Athletic</i>	Name unknown
<i>F.A.B. Cricket Club</i>	Steve Midds
<i>Seafield Bowling Club</i>	Jean Haigh
<i>Local Councillors</i>	Chas Booth
<i>Local Councillors</i>	Adam McVey (AMcV)
<i>Local Councillors</i>	Gordon Munro

The Leith Festival

LEITH FESTIVAL 2014	
Dates	14 June
Description	Local community gala day
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	"No tracking; but vehicles were spread out evenly." MM
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	"None." MM
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	"Yes; set up and dismantle went smoothly vacated leith links approx. 7.30p.m." MM
Vehicles	Were there any issues with the event organiser's vehicles?
Comments	"Did have access to old tennis court for parking but this area has been taken over by community garden organisation so not possible to park there." MM
Any Additional Comments	<p>"On Leith festival gala day 14th June 2014; the queen's baton run was scheduled to pass along queen charlotte street at 3.30- 4.00p.m. had lots of bollards on the route and had no parking signs, so area was quite congested but this event being a one off will not present any problems in future years." MM</p> <p>"There were less issues last year so important conditions remain same. Semi-unrelated, still important for Council officers to get the signage and details of TROs correct for parking restrictions etc." AMcV</p> <p>Public Safety -This event was subject to the EPOG process. A Market operators Licence was submitted for the event. Public safety Inspected the venue on the event day.</p> <p>There were a number of vehicles on the Links during the event. This has the potential to cause damage to the grass if inclement weather were to occur. JMc</p>

Leith Festival Funfair

LEITH FESTIVAL FUNFAIR 2014	
Dates	Set up: 09 June Event start: 11 June Event end: 15 June Take down: 15 June
Description	Funfair rides
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	
Vehicles	Were there any issues with the event organiser's vehicles?
Comments	

Any Additional Comments	<p>“There were less issues last year so important conditions remain same. Semi-unrelated, still important for Council officers to get the signage and details of TROs correct for parking restrictions etc.” AMcV</p> <p>Public Safety - A Public Entertainment Licence was submitted for the funfair; no EPOG. Public Safety inspected the funfair and checked the validity of ADIPS Certificates and insurance documents. JMc</p>
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The Edinburgh Mela

THE MELA 2014	
Dates	Set up: 25 August Event start: 29 August Event end: 31 August Take down: 02 September
Description	Multi cultural community based festival
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	“As the Mela site is so large it is only practical to place tracking at the main entrance and exit points to the site. This helps hugely in keeping any damage at these points to a minimum.” CP
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	“We have a TTRO in place throughout our build and break period which makes the issue of deliveries and access much easier.” CP
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	“The period we were on site was perfectly adequate for our requirements. It would be difficult for us to reduce the time on site without seriously affecting the quality of the event.” CP
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	“Our ability to use the ‘old tennis courts’ area was essential to the event and seriously reduces the impact that the Mela has on the rest of the park. An event of this size has a lot of infrastructure and having somewhere dedicated to locate our heavy equipment is essential. We would be concerned if the ‘Pots and Crops’ project were to expand further onto the hard standing area as this would reduce our ability to make effective use of this ‘public’ area.” CP
Any Additional Comments	<p>“There were less issues last year so important conditions remain same. Semi-unrelated, still important for Council officers to get the signage and details of TROs correct for parking restrictions etc.” AMcV</p> <p>“The previous point regarding The old tennis court area for use as our production compound and the proposed golfing monument on the Links are of great concern to the Mela. The positioning of the golfing statue could be disastrous if it placed so that vehicles cannot access the site from Links Place opposite Salamander Place and could occupy a significant area which the Mela currently uses. The use of the hard standing in the Old Tennis court area is a critical factor for the Mela as if we were to lose this facility, alternatives are not available. The costs for the event and the impact on the park would both increase significantly.” CP</p> <p>Public Safety - This event was subject to the EPOG process.</p>

	<p>A Theatre, Market, Public Entertainment Licence and Occasional Licence applications were submitted for this 3 day event.</p> <p>The plan to install a golf memorial to John Rattray within Leith Links may have an affect on the site compound for future events.</p> <p>Public Safety inspected the venue on the Friday and Saturday. JMc</p>
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Inverleith Large Events Review 2014

	<i>Consultee</i>
<i>Event Organiser</i>	Nina Barough
<i>Event Organiser</i>	Sue Hitchen (SH)
<i>Community Parks Officer</i>	Ritchie Fraser (CPO)
<i>Culture and Sport</i>	David Wardrop
<i>Public Safety</i>	John McNeil
<i>Events Team</i>	Susan Lanham
<i>Neighbourhood Partnership</i>	Martina McChrystal
<i>Community Council</i>	Tannis Dodd (TD)
<i>Friends of the Park</i>	Pam Barnes (FOIP)
<i>Local Councillor</i>	Nigel Bagshaw
<i>Local Councillor</i>	Gavin Barrie (GB)
<i>Local Councillor</i>	Lesley Hinds (LH)
<i>Local Councillor</i>	Iain Whyte
<i>Edinburgh Leisure</i>	Shirley Bowman (EdLeis)
<i>Edinburgh Leisure</i>	Ken Harvey
<i>East of Scotland Cricket Association</i>	Paul Bailey (ESCA) (forwarded to him by EdLeis)

The MoonWalk

THE MOONWALK 2014	
Dates	Set up: 29 May Event start: 07 June Event end: 08 June Take down: 12 June
Description	Night time charity walk with a concert
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“No amount of tracking would make this event suitable for the park – it should not be on grass. The grass was ruined.” FOIP</p> <p>“No, insufficient tracking.” CPO</p> <p>The vehicles stayed on the tracking as much as possible. The weather was very wet and there was damage caused to the ground. JMc</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	<p>“See general remarks – too many deliveries – event much too big.” FOIP</p> <p>“No.” CPO</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>“Too long. The walk takes place over 2 days but it takes a huge amount of time to erect and dismantle. The park area is out of action for 15 days while it is put up and dismantled but worse still for months afterwards because of the damage.” FOIP</p> <p>“Event on site within manifesto agreed time limit, however ground damage and reinstatement times as a result are unacceptable and unsustainable.” CPO</p> <p>It is there for the correct amount of time. The event site is only there for as short a time as possible. JMc</p>
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	<p>“They were were extremely careless dealing with oil spillage. The wire wool contents of canvass socks marked ‘Lubetech Superior’ were scattered on the grass and rugby pitch near to Moonwalk on Sunday afternoon after the event. The content appeared to be glass wool and it was extremely oily. Lubetech Superior is designed for absorbing oil spillages and these had already been used for that purpose. Therefore they must have been used on the machinery sitting around for the Moonwalk. They had clearly been extremely careless with what is very nasty stuff - socks of wire wool soaked with oil. There were children and dogs playing around the area at the time. When asked to clear it up the guy on duty for Moonwalk said it was nothing to do with them and it was the park's responsibility. I cleared a lot of it myself as best I could. I reported it to the park authority.” FOIP</p> <p>“Build and de-rig vehicles caused substantial damage.” CPO</p> <p>From Public Safety point of view there were no issues, however there was damage caused to the grass. It is a working site and as such, despite the best efforts of the organiser if the ground is saturated there will be some damage. JMc</p>

<p>Any Additional Comments</p>	<p>“The only comment I can offer, having not attended these events, is that I was disappointed in the amount of time it takes to undertake ground repairs when they become necessary. Having visited Inverleith Park some days after the Moonwalk the conditions were dry and appeared to me to be perfect for repair work but apparently we can’t manage such works internally but go out to tender for it, hence a long delay. I’m astonished our parks department can manage such displays as the floral clock in Prices Street Gardens but can’t manage repairs to turf. An alternative would be to make it a condition of use that the applicant has a team on standby to make repairs to the previous standard as soon as the site is vacated.” GB</p> <p>“I accept Inverleith is first choice but CEC has spent a lot of money on drainage and ground work in order that the area can be used for 52 weeks of the year as opposed to just for the Moon Walk. Given the large footfall for the moon walk I suspect a lot of the ground will become compacted anyway even if the weather is ok. Extending build and take down time for the event will impact on park users, and particularly on cricket and junior football who use this space. It would reduce availability of pitches, not only for 3 weekends, but for mid week games as well. Given the recent history of poor weather during this event the impact has been extensive: cricket teams have played very few games since 2012 due to damage caused, the junior football (young age groups) has now moved away from Inverleith Park and no longer play or train there due to their pitches being unplayable during 2012, 2013 and part of 2014. This has also resulted in considerable loss of income for EL (football income was around £800/900 per month). There are other venues available that would lessen the impact on local/Edinburgh citizens and park users, and the ground damage...has Silverknowes been considered, or Warriston. What is the footprint of the event (in m2)? Regarding the bond taken, I would ask that it be increased to include the loss of income to EL should there be any damage caused that prevents our teams using pitches.” EdLeis</p> <p>“The Friends of Inverleith Park Committee do not want this event again. It was an absolute disaster in terms of Inverleith Park. The Friends’ Committee has met to discuss it and are unanimous in their opinion that it should no longer be held at Inverleith Park. It is far too large and heavy and the time taken up is too long. It needs hard standing not grass. The cricket pitch was ruined for the whole season. It is more important for general health and well being that games are played by local people in the park than it is used to host an event that makes the area unusable for games for 3 and a half months. It is too big and not inclusive for locals. It cuts off about a quarter of the park with high fences for 2 weeks in the summer – the most heavily used time of the year. We have had this problem before and we have had enough. There are other places in Edinburgh more suitable. We want events in the park – but we want inclusive events that locals will enjoy that are suitable in size and don’t spoil and damage the grass and the drainage. It does not recover from such compaction. Comment sent to me and local councillors from Paul Bailey</p>
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(President, East of Scotland Cricket Association).

"I would like everyone to consider what can be done to help cricketers use the artificial cricket strip at Inverleith Park which the council were so helpful in getting installed about 4 years ago. The council have also helped considerably in getting the drainage work done last year.

I accept that events are very important for the city but they cause enormous problems. In 2012 only about 5 games were played there before the Moonwalk caused cancellation for the rest of the season. Despite there being no Moonwalk at the Park in 2013, no games could be played there as repair work had not been carried out. This year after the Moonwalk the damage was such that no cricket matches have been played on it since early June. The Moonwalk was moved to Leith Links after the damage caused in 2012. I don't know why it was moved back to Inverleith Park but clearly it is not satisfactory that it impinges on the cricket so heavily."

Comment from member of public

"Hi ,I was given your email address by a member of the city council in the parks department when I phoned to complain about the state of the north side of the park after the one day event for the moonwalk.,,,the park was given to the people of edinburgh for there recreation .this year there will be no cricket or children playing football there, the ground has sunk ,there are heavy rutted parts ,no grass, light oil and will take a lot of work to get fixed, if not for the good weather we are having it would be worse.." FOIP

"MoonWalk caused extensive damage to the park." LH

"I would like everyone to consider what can be done to help cricketers use the artificial cricket strip at Inverleith Park which the council were so helpful in getting installed about 4 years ago. The council have also helped considerably in getting the drainage work done last year.

I accept that events are very important for the city but they cause enormous problems. In 2012 only about 5 games were played there before the Moonwalk caused cancellation for the rest of the season. Despite there being no Moonwalk at the Park in 2013, no games could be played there as repair work had not been carried out. This year after the Moonwalk the damage was such that no cricket matches have been played on it since early June. The Moonwalk was moved to Leith Links after the damage caused in 2012. I don't know why it was moved back to Inverleith Park but clearly it is not satisfactory that it impinges on the cricket so heavily." ESCA

"Event size and infrastructure not compatible with site." CPO

The use of Inverleith for the Moonwalk is still under consideration. It has been the subject of numerous meetings. JMc

Foodies Festival

FOODIES FESTIVAL 2014

Dates	Set up: 04 August Event start: 08 August Event end: 10 August
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	Take down: 12 August
Description	Festival celebrating local food and drink
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“The tracking was increased for this year and was used as access to the park for contractors and limited access for a few vehicles who had to remain on site for the duration of the festival. Most traders are made to park and carry to the site.” SH</p> <p>“Needed more tracking.” FOIP</p> <p>“More tracking required.” CPO</p> <p>Difficulties every year with the organiser of this event. A traffic management plan was in place which improved matters however some basic agreements were broken e.g. grass tyres to be used on all vehicles. JMc</p>
Deliveries	Were there any issues with the event organiser receiving deliveries?
Comments	<p>“There was a full traffic management system in place and no problem with deliveries.” SH</p> <p>“Complaints about double parking on road.” FOIP</p> <p>“Traffic management plan was all but adhered to, minor issues.” CPO</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>“Yes I am happy with length of event.” SH</p> <p>“The event is ideal in that it does not take up the park for too long and is also popular with locals. There was heavy rain for the last day and when the ground is waterlogged it would have been better to wait a day or so before dismantling.” FOIP</p> <p>“Time period acceptable.” CPO</p>
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	<p>“No issues with vehicles.” SH</p> <p>“There were complaints to the Community Council about double parking on Inverleith Place.” FOIP</p> <p>“Initially, but good communication saw all issues resolved.” CPO</p>
Any Additional Comments	<p>“My only comment re Foodies is that the parking on Inverleith Place by the park was very congested especially on the Saturday and I know that it is free parking there on Saturday but it was heavily populated with vans etc and potentially dangerous with double parking and people trying to cross the road with limited vision etc. I think there should have been more control over this and that event organisers should have been encouraging the larger vehicles to park out with the area making the site more accessible.” TD</p> <p>“Capacity needs to increase for the event as it is very popular and we would like to increase the size of the event.” SH</p> <p>“The only comment I can offer, having not attended these events, is that I was disappointed in the amount of time it takes to undertake ground repairs when</p>

they become necessary. Having visited Inverleith Park some days after the Moonwalk the conditions were dry and appeared to me to be perfect for repair work but apparently we can't manage such works internally but go out to tender for it, hence a long delay.

I'm astonished our parks department can manage such displays as the floral clock in Prices Street Gardens but can't manage repairs to turf.

An alternative would be to make it a condition of use that the applicant has a team on standby to make repairs to the previous standard as soon as the site is vacated." GB

"No issues with Foodies at Inverleith." EdLeis

"I don't know the answers to the details above but the event was very popular and much better organised than last year. There was some damage but this could have been avoided if more tracking had been in place and vehicles kept on it." FOIP

"Double parking on the road outside the event was a problem." LH

"Vast improvement on previous years." CPO

Park was left in a terrible state with litter strewn all over. Strong winds and rain meant that one of the gazebos blew away over night. No attempt had been made to collect this by the time Public Safety visited on Monday morning. JMc

Princes Street Gardens Large Events Review 2014

<i>Consultee</i>	
<i>Event organiser</i>	Charlie Wood
<i>Botanical Services Manager</i>	David Dorward (BSM)
<i>Community Parks Officer</i>	Fiona Devlin
<i>Culture and Sport</i>	David Wardrop
<i>Public Safety</i>	John McNeil
<i>Events Team</i>	Susan Lanham
<i>Neighbourhood Partnership</i>	Anna Herriman
<i>Community Council</i>	John Thompson
<i>Local Councillor</i>	Alastair Rankin (AR)
<i>Local Councillor</i>	Joanna Mowat (JM)
<i>Local Councillor</i>	Karen Doran (KD)

The Festival Wheel

FESTIVAL WHEEL 2014	
Dates	Set up: 09 July Event start: 14 July Event end: 31 August Take down: 05 September
Description	Festival wheel in East Princes Street Gardens
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	"Yes, trailers parked up on tracking." BSM
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	"Too long as grass has died out under tracking." BSM
Vehicles	Were there any issues with the event organiser's vehicles?
Comments	"Length and size and weight all major issues." BSM
Any Additional Comments	<p>"There is concern amongst residents in the New Town, Old Town and West End that having the wheel out with the Christmas period is excessive. A wheel has become an established part of Edinburgh's Christmas and is seen as broadly acceptable (although this view point is not universal) however there is discomfort about extending this to the summer period. Edinburgh is not a flat city – it is blessed with many superb viewpoints and the point of the wheel is difficult to see except as an income generator. I understand the reasons for it being granted permission this year and was happy to support it given the situation but would like to take this opportunity to express the views of residents that they would not support the wheel appearing next summer in the Gardens." JM</p> <p>"Would like to know how much the Council funded the clean-up operation if possible" AR</p> <p><i>Response from VM: I can advise that we intend to employ a contractor to return the area within the next couple of weeks. This charge will be absorbed by the event organiser.</i></p> <p>"No comment to make on the festival wheel other than the issue of closing the top walkway for a long period during construction and break down." AR</p> <p>"I feel that the Wheel is not appropriate for the gardens, the root zones around the trees has added compaction this reduces the air and water intake to the roots caused by the weight of the structure, lawn areas are destroyed, flower beds removed during the festival when we want the city to be looking its best and we will be left with the legacy of four concrete pile holes, left for future custodians of the gardens. What will they think!!!" BSM</p> <p>"I have concerns regarding the placing of the Festival Wheel, but have no comments to add to this." KD</p> <p>The installation of the Wheel was subject to a Public Entertainment Licence. It did not go through the EPOG process, although there were several less formal multi agency meetings prior to install involving Parks, Public Safety and Roads. Access arrangements were the same as the winter installation and did not seem to give any issues. JMc</p>

Calton Hill Large Events Review 2014

<i>Consultee</i>	
<i>Event Organiser</i>	Robert Williamson
<i>Event Organiser</i>	Alun Evans (BEL)
<i>Event Organiser</i>	Karthik Subramanya
<i>Event Organiser</i>	Rajnish Singh (CAL)
<i>Community Parks Officer</i>	Fiona Devlin
<i>Culture and Sport</i>	David Wardrop
<i>Public Safety</i>	John McNeil
<i>Events Team</i>	Susan Lanham
<i>Neighbourhood Partnership</i>	Anna Herriman
<i>Community Council</i>	Old Town / John Thompson
<i>Local Councillor</i>	Alastair Rankin (AR)
<i>Local Councillor</i>	Joanna Mowat (JM)
<i>Local Councillor</i>	Karen Doran (KD)
<i>Friends of Hillside and Calton Area</i>	Alistair Cairns
<i>Vivat Trust</i>	Tania
<i>Collective Gallery</i>	Kate Gray
<i>Collective Gallery</i>	Frances Stacey (CG)
<i>Collective Gallery</i>	Jill Brown

Beltane

BELTANE 2014	
Dates	Set up: 29 April Event date: 30 April Take down: 02 May
Description	Gaelic May Day festival
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>"We did not use any tracking during the event." BEL</p> <p>"No." CG</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>"Yes, we were happy with the length of time that the event was on site." BEL</p> <p>"No – but it was assumed they could access the grounds inside the Observatory Complex. This needs to be passed by us in advance." CG</p>
Vehicles	Were there any issues with the event organiser's vehicles?
Comments	<p>"We did not have any other issues with our way vehicles." BEL</p> <p>"No." CG</p>
Any Additional Comments	<p>"Would like to know how much the Council funded the clean-up operation if possible." AR</p> <p><i>Response by VM: Beltane normally clear up after themselves. Again, any extra clear up required is charges back to the event organiser.</i></p> <p>"Now that Cllr Rankin knows waste is removed by the organisers he has no further comment on either event" AR</p> <p>"No comments on either of these." JM</p> <p>"I have no comments to make on these applications." KD</p> <p>"We need all events that require/would like access to the grounds inside The City Observatory Complex, to be passed by Collective with at least a months notice. As all setting up of equipment and any plans affect the running of our spaces, which are open to the public.</p> <p>The Beltane organisers wanted to use the area in front of the café as an ambulance station. This was agreed, but blocked access to our café and won't be able to be positioned there in the future. Also, in the clear up of Beltane, multiple padlocks went missing and our internal lights were covered with black plastic bags that were not taken down." CG</p> <p>This event was subject to the EPOG process. A Public Entertainment Licence and Section 89 Permit were submitted for the temporary performance area. The use of the one entrance using Carriage Drive worked well this year. The decanting of drinks into plastic containers worked very well. Public Safety attended on the evening of this event. JMc</p>

Dusherra

DUSHERRA 2013	
Dates	Set up: 19 October Event date: 20 October Take down: 21 October
Description	Scottish Indian Arts Festival
Tracking	If tracking was on site, did the event organiser keep vehicles on it?
Comments	<p>“We work on the premise that a limited number of vehicles are allowed on the top of Calton Hill. The gate is manned by a steward with a list of name and number of the vehicles that are allowed to park on top of the Calton Hill. The only exceptions are people with disabled badges as we make provision for them to park on top of Calton hill. We have volunteers at the top of Calton Hill who directs vehicle parking to designated space.” CAL</p> <p>“N/A” CG</p>
Length of Event	Do you feel the event was on site for too long/too short a period of time (including build etc.)?
Comments	<p>“Yes, we are happy with the length of the event on site. We had been doing this format for last 3 years and feel that the length of planned events including set-up in ok with us.” CAL</p> <p>“Build up was fine. People began to wander up the hill about half past 3 / 4pm. By the time we left the site about half past 5, it was beginning to get busy but not overly. There were no problems for Collective with this festival.” CG</p> <p>Appropriate length of time JMc</p>
Vehicles	Were there any issues with the event organiser’s vehicles?
Comments	<p>“None, as we will continue to work on the same process.” CAL</p> <p>“No.” CG</p>
Any Additional Comments	<p>“Scottish Indian Arts Forum highly appreciates all the help and support that it receives from Parks division of Edinburgh Council. It is one of the key factors in success of Dusherra over the years.” CAL</p> <p>“No comments on either of these.” JM</p> <p>“I have no comments to make on these applications.” KD</p> <p>“Collective was closed for the most part of the festival and caused no problems. We weren’t informed about the details of the event until very close to the time, and were never in conversation with the festival organisers. The Parks Department on the ground team came and talk us through what was happening on the day.” CG</p> <p>“The main problem this year was that we had a couple of people who needed access to water. A food stall needed about 5 pails of water. Then we were asked by organ donations people, with flasks on their back. The trouble is they needed boiling water and had to boil about 12 kettles to fill the flasks. Milk were staying open and these people were giving out/selling hot drinks - which conflicted with our sales and wasn’t passed by us in advance.</p>

	<p>Gallery staff were disturbed by people needing water coming in frequently. It obviously hadn't been thought through by the event organisers who had invited these people, without considering where they would get water from. There were also a lot of cars on site in the build up and equipment (generators or lights) plonked really close to the TU. Not obstructing the entrances but very close, not ideal when we're open." Additional comments from CG submitted 08/10/14</p> <p>There were more vehicles on the site than the organiser had "event parking" for. He intends to have an authorised vehicle pass system in place for next year to combat this. Better control via stewards. JMc</p> <p>This is for the most part a well organised community event. The main marquee is way too small for the number of people that the organiser wants to put in it. Management of the capacity needs to be improved. JMc</p>
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Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Young Street Experimental Traffic Regulation Order

Item number	8.2
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

On 26 August 2014, the Transport and Environment Committee approved a year-long trial to change the direction of the one way traffic management system on Young Street.

An Experimental Traffic Regulation Order (ETRO) was advertised on 18 August 2014 in support of the approved changes to road layout on Young Street. This report advises the Committee of the representations made to the Council during the statutory consultation period and makes recommendations to address objections received.

Links

Coalition pledges	P18 , P47
Council outcomes	CO7 , CO8 , CO22
Single Outcome Agreement	SO1 , SO4

Young Street Experimental Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 agrees that the necessary works to change signage and the direction of the one way system on Young Street will commence on 30 December 2014, with the trial commencing in late December 2014 and to December 2015;
 - 1.1.2 notes the responses to the objections and the steps that have been taken to address those objections;
 - 1.1.3 agrees to set aside the objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered should Committee decide to make the Order permanent;
 - 1.1.4 notes that the Council has procured a year-long monitoring and research package to analyse the impact of a similar Experimental Traffic Regulation Order (ETRO) trial on George Street, on the surrounding city centre neighbourhood (including Young Street), and on businesses, pedestrians, cyclists, and different modes of transport which currently use George Street and surrounding streets; and
 - 1.1.5 notes that a report will be brought to Committee in December 2015 analysing the trial's impact and making further recommendations based on the research outcomes.

Background

- 2.1 Young Street has been subject to a one way traffic restriction for a number of years. Traffic is currently only permitted in an eastbound direction, accessing Young Street from North Charlotte Street and exiting at Castle Street. Westbound traffic is currently prohibited.
- 2.2 On 29 April 2014, the Transport and Environment Committee approved an ETRO for George Street. This introduced a one way traffic management system, a dedicated two way cycle lane and additional pedestrian space. Committee agreed to a comprehensive year-long piece of independent research being commissioned to report on the impacts of the George Street trial.

- 2.3 The one way system on George Street began being installed on 23 June 2014. On 3 July 2014, a complaint was received from residents of Young Street outlining a significant and unexpected increase in traffic using their street. Specifically, this cited the number of tour buses, taxis and delivery vans, and mentioned concerns about the speed of the traffic. This was raised by the community as an issue potentially arising from the George Street ETRO trial, the matter was to be investigated as a matter of urgency.
- 2.4 The proposal to change the direction of the one way traffic flow on Young Street was approved by the Transport and Environment Committee on 26 August 2014 as follows:

Committee agrees to implement a change in the priority of Young Street from the eastbound to westbound direction as an amendment to the George Street Experimental Traffic Regulation Order (ETRO). This would mean that no access to Young Street would be available from North Charlotte Street.

Main report

- 3.1 In response to complaints received from the local community in Young Street, the Council installed electronic traffic counters on a temporary basis during July 2014 to track the number and speeds of vehicles. At the same time two researchers were asked to station themselves on the street to track more qualitative data, such as the types of vehicle using the street (numbers of taxis, vans, lorries, private light vehicles, cycles, motor cycles, buses and tour buses). They were also asked to report the exit patterns, the direction that vehicles travelled in as they left Young Street. Finally the researchers were asked (without the benefit of any electronic equipment) to give their opinions on how many vehicles they considered to be going too fast.
- 3.2 All reports of alleged speeding traffic received by the Council from residents were passed onto Police Scotland for investigation.
- 3.3 The combined results from the electronic counters and the on-street researchers drew out the following conclusions:
- Traffic patterns showed that there is an issue with the number of vehicles and the pattern of travel in Young Street.
 - The issue relates to the banned left turn into the Moray Feu from North Charlotte Street, and does not relate to any impact of the George Street trial (particularly as the West end of George Street had been closed to most vehicles for a number of years previously).

- The most common pattern of travel noted on Young Street was traffic turning right into Young Street from North Charlotte Street, then exiting Young Street left onto Castle Street (northbound), before turning left again onto Queen Street (westbound) and ultimately accessing Queensferry Street via the Moray Feu.
 - The proposal to re-open access to Queensferry Street via Charlotte Square and Hope Street, at the same time as changing the direction of one-way travel on Young Street, ought to improve matters for west and northbound traffic.
- 3.4 Regarding complaints of speeding, the on-street researchers counted a total of 1,403 vehicles on Young Street during their research shifts. Without the benefit of any electronic equipment (just armed with their own perceptions) one researcher reported they perceived that 1 in 4 vehicles was going too fast, and the other reported 1 in 10. The electronic data revealed that, of the 1,403 vehicles they had seen, only one was going more than 30mph and that vehicle was travelling at a speed of 31.2mph. That suggested a narrow cobbled street may be more suited to a 20mph speed limit (in the perception of both researchers and the local community). The local community were encouraged to participate in the Council's 20mph speed limit consultation during the Autumn of 2014.
- 3.5 The chief purpose of a trial, such as the current George Street ETRO and the proposed Young Street ETRO, is to track the impact of any changes made and to allow the Council to react accordingly, to keep traffic moving, as well as to improve the quality of life for people who live, work, study, visit and shop in Edinburgh city centre. In this case, the complaints about the volume and patterns of traffic, and the speed of traffic, accessing Young Street, were able to be properly researched and analysed within a three week period.
- 3.6 The proposal to address this traffic management issue is that north and westbound traffic should be allowed to access to Queensferry Street via Hope Street and Charlotte Square, instead of having to use Young Street, Queen Street and the Moray Feu. Young Street will have its one way direction of travel changed, to allow only westbound traffic for the duration of one year, as an experiment. These proposals were contained in the 26 August 2014 report to Transport and Environment Committee "Post Tram City Centre Review – West End". The research undertaken in July 2014 supports the outcome that these measures should now be implemented.

Public Consultation and Objections

- 3.7 On 18 August 2014, the proposed Experimental Traffic Regulation Order number TRO/14/35 was advertised. This would amend the current one way traffic flow on Young Street, from eastbound to westbound-only.

- 3.8 This was part of an initial consultation period involving the emergency services, business groups such as the Edinburgh Chamber of Commerce and Essential Edinburgh, transport groups and public transport operators.
- 3.9 During this initial consultation phase, from 18 August to 8 September 2014, there were several letters of support, including all letters received from Young Street residents (all of whom wrote in favour of the proposed changes) and there was one letter of objection at this stage, from Spokes.
- 3.10 Spokes did not object to the one way system being proposed, but commented that *“cyclists should be exempt from the one-way and be allowed to travel in either direction on this street, in accordance with the Council’s Policy C3”*.
- 3.11 A response was provided to Spokes, on 9 September 2014, outlining that Policy C3 would have more clearly applied for any new one-way street, but in this case the Council is proposing a time limited trial revision of an existing one-way street, and wanted to keep the arrangements as straightforward as possible. Spokes wrote back on 2 October 2014 to say that, on reflection, Spokes had decided to withdraw its objection to the proposed TRO on Young Street.
- 3.12 The ETRO was advertised publicly, and 12 representations were received in favour of the changes. There were two objections and two further representations that were comments neither wholly in favour or objecting.
- 3.13 The two comments were received from the Great King Street Association and from an office worker based on Young Street. Both comments noted that the key problem was the consequences of the banned left turn into the Moray Feu from North Charlotte Street. The Council’s own research had found this to be the case too. The comments expressed concern that if Young Street had its one-way system changed in isolation (without providing an alternative access onto Queensferry Street) then such a measure could create more problems than it solved. However, both comments acknowledged that, as part of a wider package of measures, it would reduce the amount of traffic on Young Street (which was described as “unacceptable”) and “the proposal to change Young Street traffic could go ahead for the benefit of Young Street residents without adversely affecting other streets”. The Council is re-opening access to Queensferry Street via Hope Street as part of the same package of measures, and the comments raised by these two contributors have been addressed.

- 3.14 The two objections came from two residents of a property in a street located 0.75 miles from Young Street. These identical objections noted that the key traffic management problem needing to be addressed was providing better access to Queensferry Street from Charlotte Square. The re-opening of access to Queensferry Street from Hope Street access will address this matter. The other principal suggestion offered by these objectors included banning all bus, coach, tour bus and heavy goods vehicles from Young Street, instead of altering the direction of the one-way system. Such a measure could be considered in the future. However, it is less straightforward to implement and enforce than altering the direction of the one-way system. It would not address the matter that vehicles have been perceived to speed on Young Street as they seek to cut through the adjacent lanes to Frederick Street. This report recommends a layout that would ensure Young Street, Hill Street and Thistle Street all run in contrary directions. Given the patterns of movement that the Council's research identified in tests during July 2014, it is likely that changing the direction of the one-way traffic flow on Young Street will both discourage speeding, and discourage through traffic from using these narrow lanes. For these reasons, the objections are recommended to be set aside.
- 3.15 The majority of correspondence though was heavily in favour of the proposed changes, with 12 letters of support all from local residents.

Measures of success

- 4.1 Reduced through traffic on Young Street and surrounding narrow, cobbled residential streets

Financial impact

- 5.1 The cost for implementing the proposal relates purely to the ETRO process and will be contained within the Services for Communities City Centre Programme budget.

Risk, policy, compliance and governance impact

- 6.1 The recommendation for authorisation to promote a TRO amendment on 26 August 2014 initiated a formal statutory process.
- 6.2 The objections to the TRO amendment received have been considered and addressed. However, the objections will be required to be considered again should Committee decide to make the changes permanent.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

- 9.1 The findings of this report have been referred to consultation with the West End Association, the West End Community Council, the Broughton & New Town Community Council, Lord Moray's Feuars, the City Centre Neighbourhood Partnership, Police Scotland and Transport for Edinburgh. Councillors Hinds, Mowat, Rankin and Doran have also been consulted on the report findings.
- 9.2 The outcome of these separate consultations has been broad support for the recommendations presented within the report.

Background reading/external references

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

[Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013](#)

[Building a Vision for the City Centre- Consultation Outcome, Transport and Environment Committee, 29 October 2013](#)

[Post Tram City Centre Review – West End, Transport and Environment Committee 26 August 2014](#)

John Bury

Acting Director of Services for Communities

Contact: Iain MacPhail, City Centre Programme Manager

E-mail: iain.macphail@edinburgh.gov.uk | Tel: 0131 529 7804

Links

Coalition pledges	P18 – Complete the tram project in accordance with current plans P47 – Set up a city-wide Transport Forum of experts and citizens to consider our modern transport needs
Council outcomes	CO7 – Edinburgh draws new investment in developing regeneration CO8 – Edinburgh’s economy creates and sustains job opportunities CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10am Tuesday 13 January 2015

Sustainable Scotland Network Conference 2014

Item number	8.3
Report number	
Executive/routine	
Wards	All

Executive summary

This report outlines Council representation at the Sustainable Scotland Network Conference 2014 on 25 November 2014. The theme of the Conference was “Talking Tactics” and provided a forum for public sector professionals and stakeholders to discuss meeting Scotland’s climate change targets and ambitions.

Due to the need to confirm arrangements for attendance at the Sustainable Scotland Network Conference 2014, the Acting Director of Services for Communities in consultation with the Convener of the Transport and Environment Committee approved attendance by Councillor Burgess under the urgency provisions set out at paragraph 3.1 of the Committee Terms of Reference.

Links

Coalition pledges	P50 , P51
Council outcomes	CO18
Single Outcome Agreement	

Sustainable Scotland Network Conference 2014

Recommendations

To note the action taken by the Acting Director of Services for Communities, in consultation with the Convener of the Transport and Environment Committee, in approving attendance by Councillor Burgess at the Sustainable Scotland Network Conference in Edinburgh on 25 November 2014 under the urgency provisions set out at paragraph 3.1 of the Committee Terms of Reference.

Background

- 2.1 This report outlines Council representation at the Sustainable Scotland Network Conference in Edinburgh on 25 November 2014.
- 2.2 The Sustainable Scotland Network supports public sector action on sustainable development, including programmes on climate change and sustainable procurement. The Network is now widening its support to sustainability practitioners and advocates from throughout the public sector.

Main report

- 3.1 The Sustainability Scotland Network Conference is the annual event of the association and aims to encourage and enhance greater and more effective collaboration between local authorities and the wider public sector.
- 3.2 The conference provided delegates with a platform to exchange knowledge, experiences and issues through a variety of policy forums, working groups, projects and events.
- 3.3 The Sustainability Scotland Network is active in supporting public sector action on sustainable development including programmes on climate change and sustainable procurement.
- 3.4 The theme of the conference was “Talking Tactics” and provided a forum for public sector professionals and stakeholders to discuss meeting Scotland’s climate change targets and ambitions.
- 3.5 There were opportunities to:
 - share experience and good practice with other public sector agencies;
 - promote the city and the expertise available in Edinburgh;
 - strengthen links with other public sector agencies for development and joint activities around sustainability.

Measures of success

- 4.1 Councillor Burgess' attendance at the Sustainable Scotland Network Conference in Edinburgh:
- Raised the city's profile
 - Prompted Edinburgh's expertise
 - Learned from other's good practice
 - Strengthened links with other stakeholders and found new partners.

Financial impact

- 5.1 The cost of attendance was £108. As the event was held in Edinburgh travel costs were negligible and there were no accommodation costs involved. The cost was met from the performance strategy and policy budget 2014/15.

Risk, policy, compliance and governance impact

- 6.1 There are no risk, policy, compliance and governance impacts as a consequence of Councilor Burgess attending the Sustainable Scotland Network Conference.

Equalities impact

- 7.1 There are no direct equalities impacts as a result of this report.

Sustainability impact

- 8.1 Travel arrangements were made in accordance with the Council's Sustainable Travel Plan.

Consultation and engagement

- 9.1 Attendance at the Sustainable Scotland Network Conference provided the Council with a channel for engaging with various key stakeholders including local and nationally elected member on climate change, sustainable procurement and sustainable development.

Background reading/external references

Sustainable Scotland Network website:

<http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network>

Sustainable Scotland Network Conference 2014 website:

<http://www.keepsotlandbeautiful.org/ssnconference>

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Clerk

Email: stuart.mclean@edinburgh.gov.uk | Tel: 0131 529 4106

Links

Coalition pledges	P50 , P51
Council outcomes	CO18
Single Outcome Agreement	
Appendices	None