

Notice of meeting and agenda

Transport and Environment Committee

10am Tuesday 17 March 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

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

If any.

4. Minutes

- 4.1 Transport and Environment Committee 13 January 2015 (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 Active Travel Governance and Funding - report by the Acting Director of Services for Communities (circulated)
- 7.2 Road and Footway Additional Investment Budget Allocation 2015/16 - report by the Acting Director of Services for Communities (circulated)
- 7.3 8% Budget Commitment to Cycling - report by the Acting Director of Services for Communities (circulated)
- 7.4(a) Bike Hire Scheme for Edinburgh - referral from the Petitions Committee (circulated)
- 7.4(b) Public Bike Hire Scheme - report by the Acting Director of Services for Communities (circulated)
- 7.5 Decriminalised Traffic and Parking Enforcement in Edinburgh - report by the Acting Director of Services for Communities (circulated)

- 7.6 20 for Edinburgh: 20mph Network Implementation - report by the Acting Director of Services for Communities (circulated)
- 7.7 Delivery of the Local Transport Strategy 2014-19: Priorities for Installing On-Street Electric Vehicle Charging Points in Edinburgh - report by the Acting Director of Services for Communities (circulated)
- 7.8 Cleanliness of the City - report by the Acting Director of Services for Communities (circulated)
- 7.9 Flood Risk Management – Consultation - report by the Acting Director of Services for Communities (circulated)
- 7.10 George Street Experimental Traffic Regulation Order Mid Year Review - report by the Acting Director of Services for Communities (circulated)
- 7.11 Landfill and Recycling - report by the Acting Director of Services for Communities (circulated)
- 7.12 Response to the Scottish Government Consultation on a Low Emission Strategy for Scotland - report by the Acting Director of Services for Communities (circulated)
- 7.13 Update on Award of Contract for Use of The Meadows for Edinburgh Festival Period 2015 - report by the Acting Director of Services for Communities (circulated)
- 7.14 Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street - report by the Acting Director of Services for Communities (circulated)
- 7.15 Public Utility Company Performance 2014/15 Quarter 3 (October, November and December 2014) - report by the Acting Director of Services for Communities (circulated)
- 7.16 Services for Communities Grants to Third Sector Organisations 2015/16 - report by the Acting Director of Services for Communities (circulated)

8. Routine decisions

- 8.1 A71 Dalmahoy Junction - Options Report - report by the Acting Director of Services for Communities (circulated)
- 8.2 Objections to Proposed Relocation of Permit Holder Parking Places - Dundas Street - report by the Acting Director of Services for Communities (circulated)
- 8.3 ECOSTARS Edinburgh Fleet Recognition Scheme - Update and Future Proposals - report by the Acting Director of Services for Communities (circulated)

- 8.4 Revisions to Proposed Waiting and Loading Restrictions – Cowgate - report by the Acting Director of Services for Communities (circulated)

9. Motions

- 9.1 Travel Discount Cards for Young Carers – Motion by Councillor Hinds
- "Committee:
1. notes the Scottish Youth Parliament campaign to provide travel support for young carers.
 2. notes that the Convener and Vice-Convener met with Bill Campbell (Lothian Buses) and Terri Smith (Vice-Chair of the Scottish Youth Parliament) to discuss ways that the Council could help the Campaign.
 3. instructs the Acting Director of Services for Communities to explore options with Lothian Buses concerning the purchase of Discount Cards (with 100 journeys) for Young Carers (16-18 years old) and how these could best be distributed to Young Carers."

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

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Transport and Environment Committee

10.00 am Tuesday 13 January 2015

Present:

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

Also present:

Councillor Main (see item 12 below)

1. Deputation: South Charlotte Chapel – Delivering the Local Transport Strategy 2014-19: Parking Action Plan Update

The Committee agreed to hear a deputation from Senior Pastor Paul Rees, South Charlotte Chapel, Edinburgh and Derek Lamont, Minister at St Columba's Free Church, Edinburgh in relation to a report by the Acting Director of Services that outlined the progress made regarding parking policies and actions related to The Local Transport Strategy.

Mr Rees outlined his objections to the introduction of parking charges in the city centre on Sundays. Mr Rees cautioned that the introduction of parking restrictions would erode the feeling of community that exists in the city centre. Mr Lamont shared Mr Rees objections to the introduction of parking charges in the city centre during Sundays. Mr Rees stated that the introduction of parking charges would impact on the wider community not only those attending church.

Decision

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

2. Deputation: South Morningside Primary School Parent Council - Updated Pedestrian Crossing

The Committee agreed to hear a deputation from Alan Rehfisch on behalf of South Morningside Primary School Parent Council in relation to a report by the Acting Director of Services that updated the Transport and Environment Committee on the pedestrian crossing priority list.

Mr Rehfisch requested that the Council install a zebra, or light controlled, crossing on Braid Road, near the Cluny Centre. This he felt would give children a safe route from the main building to the annex where they attend PE classes.

Mr Rehfisch questioned the assessment taken of the area adding that it fell short of the standards necessary to draw the conclusions outlined in the report.

Decision

The Convener thanked the deputation for their presentation and invited them to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 5 below.

3. Deputation: Friends of the Meadows – Annual Review of Major Events in Parks

The Committee considered a deputation request from Heather Goodare, on behalf of Friends of the Meadows, in relation to the 2014 annual review of events carried out by the Parks and Greenspace Service a report by the Acting Director of Services for Communities.

The deputation suggested that the Committee should revise its decision to allow events in the Meadows to last up to 28 days and that at times of such budgetary constraints those hosting events should be charged a market rate.

Decision

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

4. Delivering the Local Transport Strategy 2014-19: Parking Action Plan Update

An update was provided on the progress made regarding the policies and actions related to parking as outlined in the Local Transport Strategy

Decision

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To note that the potential for introducing restrictions on Sundays, in advance of the measures that will be implemented as part of the Parking Action Plan, would be investigated and a report submitted to Committee in two cycles.
- 3) To note that the further report would include consultation with relevant stakeholders, as before, and would investigate a range of options. The report would also include details of the legal implications for equalities.

(Reference – Transport and Environment Committee 14 January 2014 (item 5), Transport and Environment Committee 3 June 2014 (item 7) report by the Acting Director of Services for Communities, submitted.)

5. Updated Pedestrian Crossing Prioritisation 2014/15

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

Decision

- 1) To approve the updated pedestrian crossing priority list for 2014/15 as per Appendix 1 to the Acting Directors of Services for Communities report.
- 2) To note the locations that did not meet the priority list criteria in Appendix 2 to the Acting Director of Services for Communities report.
- 3) To approve the updated construction list and note the results of the public consultations setting aside any representations to allow construction to progress in Appendix 3 to the Acting Director of Services for Communities report.
- 4) To note 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.
- 5) To note the priority list (Appendix 6) for renewing and upgrading traffic signals and that this would be used as the basis for the programme in 2014/15 and 2015/16.
- 6) To carry out a PV2assessment of the 62 signalised junctions without full pedestrian crossing facilities and to receive the results of the assessment, in the annual report on Pedestrian Crossing Prioritisation in late 2015.

(Reference – Transport, Infrastructure and Environment Committee 28 July 2009 (item 11), Transport and Environment Committee 23 November 2012 (item 6), Transport and Environment Committee 3 June 2014 (item 15); report by the Acting Director of Services for Communities, submitted.)

6. Annual Review of Major Events in Parks

The Transport and Environment Committee were asked to note the results of the Annual Review of Major Events in Parks 2014 events review.

Decision

To note the content of the report by the Acting Director of Services for Communities.

(Reference – Transport and Environment Committee 28 August 2014 (item 6) report by the Acting Director of Services for Communities, submitted.)

7. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 28 October 2014 as a correct record.

8. Key Decisions Forward Plan

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

Decision

To note the Key Decisions Forward Plan for March 2015 to June 2015

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

9. 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 13 January 2015 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 2, 3, 4, 18, 19, 20, 26, 27 and 40.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 13 January 2015, submitted)

10. Business Bulletin

The Transport and Environment Committee Business Bulletin for 13 January 2015 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted)

11. Assessing Supported Bus Services

Approval was sought for a proposed set of criteria to evaluate supported bus services and the development of a methodology that would assess value for money and non-financial benefits.

Decision

- 1) To approve the proposed criteria to be used in the assessment.
- 2) To approve the development and application of an assessment methodology that would evaluate both value for money and the social, economic and transport related benefits provided by supported bus services.

- 3) To note the intention to present the outcomes of the assessment to the Committee on 17 March 2015.

(Reference – Transport and Environment Committee 27 August 2013 (item 16), Transport and Environment Committee 14 January 2014 (item 12); report by the Acting Director of Services for Communities, submitted)

12. Delivering the Local Transport Strategy 2014-19 - 20mph Speed Limit Roll Out – Proposed Network

Following a period consultation approval was sought for a revised speed limit network for the city.

Councillor Main was heard as a local ward member and expressed support for the initiative. Councillor Main asked that consideration be given to including Cluny Drive and Greenbank Crescent in the proposed 20mph network.

Motion

- 1) To approve the proposed network of 20mph roads set out in the report as a basis for the necessary legal orders.
 - 2) To note that a detailed implementation plan would be presented to Committee in March 2015.
 - 3) To discharge the action by the Transport and Environment Committee on March 2013 to report back on the proposed implementation of 20mph at Charlotte Square and the wider residential area.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

Notes the report: delivering the LTS 2014 – 19 – 20mph Speed Limit Roll out and is concerned that the scale of the network proposed exceeds the guidelines proposed in the Local Transport Strategy by extending beyond predominantly residential areas and the City Centre and is concerned that the network proposed does not conform to the principle that 'It is important that there is a good degree of public acceptance of the speed limit on any given road. This will ensure compliance without the need for undue call of police resources'. Committee is concerned that taking this action forward at this time for legal order will leads to significant objections which will make the network proposed unsupportable. Committee recognises concerns expressed regarding the enforcement of the proposed network; effects on emission and congestion and proposes that there are other road safety measures which should be prioritised such as fixing potholes and broken pavements which would improve safety for pedestrians, cyclists and public transport and other vehicle drivers.

Committee notes that period 9 of the SfC budget monitoring position shows a £8.3 million shortfall primarily caused by the savings targets identified in the 2013/14 budget not being implemented and that there is no financial information attached to the report and therefore:

- 1.1 Committee rejects the proposed network of 20mph roads as set out in this report as a basis for the necessary legal orders and subsequent implementation plan;
 - 1.2 Calls for a further report showing proposals for the City Centre and residential streets which have expressed support for 20 mph and associated implementation costs within once cycle.
- moved by Councillor Mowat, seconded by Councillor Jackson

Voting

For the motion	-	11 votes
For the amendment	-	3 votes

Decision

- 1) To approve the proposed network of 20mph roads set out in the report as a basis for the necessary legal orders.
- 2) To note that a detailed implementation plan would be presented to Committee in March 2015.
- 3) To discharge the action by the Transport and Environment Committee on March 2013 to report back on the proposed implementation of 20mph at Charlotte Square and the wider residential area.
- 4) To thank Officers involved in developing the proposed 20mph network.

(Reference – Transport and Environment Committee 19 March 2013 (item 10), Transport and Environment Committee 14 January 2014 (item 5); report by the Acting Director of Services for Communities, submitted)

13. Response to Smarter Choices, Smarter Places Funding

Approval was sought for further development of proposals that would be taken forward by the Council using monies allocated from the “Smarter Choices, Smarter Places” fund.

Decision

- 1) To note 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.
- 2) To agree the broad programme of initiatives, as set out in the report by the Acting Director of Services for Communities
- 3) To delegate 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.

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

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

Approval was sought for the Council's response to the Regional Transport Strategy Refresh Consultation Draft October 2014.

Decision

To approve the SEStran Regional Transport Strategy Refresh, Consultation Draft, dated October 2014, subject to the changes set out in paragraphs 3.2 and 3.3

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

15. Review of Tables and Chairs Summer Festival Trial in George Street

Approval was sought to begin consultation regarding the extension of the George Street trial to other areas of the city centre during the Edinburgh Festival Fringe in 2015.

Decision

- 1) 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.
- 2) To agree 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).
- 3) 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.
- 4) 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.

(Reference – Transport and Environment Committee 3 June 2014 (item 24), report by the Acting Director of Services for Communities, submitted)

16. Leith Walk (Pilrig Street to Duke Street) - Public Hearing of Objections to Traffic Regulation Order

A Traffic Regulation Order (TRO) had been advertised by the City of Edinburgh Council in November 2013 in support changes on Leith Walk between Pilrig Street and Duke Street. Objections received to the TRO had been referred to a public hearing and to Scottish Ministers.

The Reporter's recommendations in relation to the TRO decision were detailed. Approval of the Reporter's recommendations in relation to the TRO was sought.

Decision

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

(References – Transport and Environment Committee 18 March 2014 (item 3), Transport and Environment Committee 28 October 2014 (item 26); report by the Acting Director of Services for Communities, submitted)

17. Proposed Priority Parking - Murrayfield Area, Edinburgh

Approval was sought to commence the legal process to introduce a Priority Parking scheme, on a phased basis, in the Murrayfield Area.

Decision

- 1) To note the content of the report by the Acting Director of Services for Communities.
- 2) To set aside the objections to the traffic regulation order and approve the making of the traffic order as advertised.
- 3) To approve the phased implementation of the Murrayfield Priority Parking Area.

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

18. Craiglockhart Traffic Calming - Results of Consultation

A financial contribution of £40,000 had 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 streets in the area. This report summarised the responses to the consultation.

Decision

- 1) To note the results of the consultation to introduce traffic calming in the Craiglockhart area.
- 2) To note the extension of the proposal in accordance with the consultation results.

- 3) To set aside the objections to this proposal and approves the installation of road humps in the Craiglockhart area.

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

19. Park and Pitch Drainage Programme

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

Decision

- 1) To note the progress in implementing the park and pitch improvement programme.
- 2) To note that improvement works will be carried out on 12 of the city's parks and recreation grounds as detailed in the report.
- 3) To refer the report to the Culture and Sport Committee for consideration.

(References – The City of Edinburgh Council 7 February 2013 (item 1); report by the Acting Director of Services for Communities, submitted)

20. Green Flag Award and Parks Quality Assessments

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.

Decision

To note the content of the report by the Acting Director of Services for Communities

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

21. 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 3.5% compared with the same period for the previous year.

Decision

To note the contents of the report.

(References – Transport and Environment Committee 15 January (item 13) 2013, Transport and Environment Committee 27 August 2013 (item 25); report by the Acting Director of Services for Communities, submitted)

22. Attitudes to Recycling

Waste Services had undertaken research and evaluation to better understand recycling attitudes across the city.

The research would be used to create a targeted communications and engagement strategy to allow for more effective delivery of recycling campaigns and ensure the service was responsive to residents needs.

Decision

- 1) To note the contents of the report by the Acting Director of Services for Communities.
- 2) To agree for an updated communications and engagement strategy to be brought to Committee in Autumn 2015.

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

23. EU Mayors Adapt

The benefits of signing up to the ‘Mayors Adapt’ initiative were outlined to the Committee. The ‘Mayors Adapt’ initiative 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.

Decision

- 1) To agree the Council becomes a signatory to the Covenant of Mayors Initiative on Adaptation to Climate Change, known as EU Mayors Adapt.
- 2) To note a climate change adaptation action plan will be developed and presented to Committee for consideration in Winter 2015.

(Reference – Transport and Environment Committee 28 October 2014 (item 8); Director of Corporate Governance, submitted)

24. Tree for Every Child Scheme

An update on progress made in developing A Tree for Every Child scheme was provided.

Decision

- 1) To note the progress in developing the Tree for Every Child scheme.
- 2) To note that a further update report will be brought back to the committee in Autumn 2015.

(References – Transport and Environment Committee 27 August 2013 (item 32); Transport and Environment Committee of 14 January 2014 (item 9); report by the Acting Director of Services for Communities, submitted)

25. Services for Communities Financial Monitoring: Period 9 2014/2015 (based on period 8 data)

Details were provided of the period 9 revenue monitoring position for Services for Communities together with the outturn positions against its approved revenue and capital budgets for 2014/15.

Decision

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

(References – Transport and Environment Committee 28 October 2014 (item 16); report by the Acting Director of Services for Communities, submitted)

26. Corporate Performance Framework: Performance from April to September 2014

An update was provided on Council performance against Transport and Environment strategic outcomes, covering the period from April to September 2014.

Decision

To note the performance for the period from April to September 2014 and to agree the actions for improvement.

(References – Corporate Policy and Strategy Committee 10 June 2014 (item 7); report by the Acting Director of Services for Communities, submitted)

27. Public Utility Company Performance 2014/15 - Quarter 2 (July, August and September 2014)

Performance information relating to public utility companies for the second quarter of 2014/15 (July to September 2014) was submitted. Also provided were 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 public utility reinstatements.

Decision

To note the report and performance information shown in Appendix A, including the arrangements for securing an improved level of performance from all Public Utilities.

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

28. Edinburgh Community Solar Co-operative

An update was provided regarding the current position of the development of a community owned solar energy scheme on Council buildings by Energy Community Solar Co-operative (ESCo).

Motion

- 1) To note the content of the report and the ongoing dialogue with ECSC.
- 2) To note that there has been positive engagement with ECSC by officers to assist in driving the project forward.
- 3) To note that the feed in tariff (FIT) rate will be reduced in March 2015, which is likely to reduce community benefit payments and may affect the viability of some sites if the scheme proceeds at post-March 2015 FIT rates.

- 4) To note the potential for schemes to "pre-register" for the current FIT rate prior to March 2015.
 - 5) To note that a decision made at March 2015 committee would be too late to allow for pre-registration for current FIT rates.
 - 6) To agree to delegate decision-making on this issue to the Acting Director of Services for Communities in consultation with the Convenor and Vice-Convenor and opposition spokespeople, once the final proposal from ECSC has been received and officials have reviewed and assessed it;
 - 7) To agree to receive a report on any decision taken on this matter.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

That no further action will be taken on the Energy Community Solar Co-operative scheme.

- moved by Councillor Mowat, seconded by Councillor McInnes

Voting

For the motion	-	10 votes
For the amendment	-	3 votes

Decision

- 1) To note the content of the report and the ongoing dialogue with ECSC.
- 2) To note that there has been positive engagement with ECSC by officers to assist in driving the project forward.
- 3) To note that the feed in tariff (FIT) rate will be reduced in March 2015, which is likely to reduce community benefit payments and may affect the viability of some sites if the scheme proceeds at post-March 2015 FIT rates.
- 4) To note the potential for schemes to "pre-register" for the current FIT rate prior to March 2015.
- 5) To note that a decision made at March 2015 committee would be too late to allow for pre-registration for current FIT rates.
- 6) To agree to delegate decision-making on this issue to the Acting Director of Services for Communities in consultation with the Convenor and Vice-Convenor and opposition spokespeople, once the final proposal from ECSC has been received and officials have reviewed and assessed it.
- 7) To agree to receive a report on any decision taken on this matter.

(Reference – Corporate Policy & Strategy Committee 3 December 2013 (item 11) report by the Acting Director of Services for Communities, submitted)

29. Cleanliness of the City

The outcome of the Cleanliness Index Monitoring System (CIMS) assessment of Edinburgh's streets, which had been undertaken by Keep Scotland Beautiful in September 2014, was detailed.

The City of Edinburgh Council had achieved a score of 72 with 95% of the streets surveyed achieving the nationally recognised standard of cleanliness. The national standard of cleanliness is a score of 67.

Decision

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

30. Objections to Traffic Regulation Order - Casselbank Street

Details were provided of an objection received during the consultation on a proposed Traffic Regulation Order (TRO) to make permanent the current position of the City Car Club bay and Doctor's parking bay on Casselbank 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 parts of the objection relating to the City Car Club and Doctor's parking bays, and give approval to make the Order as advertised.
- 3) To note 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.

Declaration of interest

Councillor Barrie declared a non-financial interest in the above item as Convener of the Regulatory Committee.

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

31. City of Edinburgh Play Strategy - referral from the Education, Children and Families Committee

The Education, Children and Families Committee had considered a report City of Edinburgh Play Strategy and referred it to this Committee for consideration.

Decision

To note the terms of the referral from the Education, Children and Families Committee.
(Reference – referral report by the Education, Children and Families Committee 9 December 2014, report by the Acting Director of Services for Communities, submitted.)

32. Young Street Experimental Traffic Regulation Order

Details were provided of an objection received during consultation on a proposed Traffic Regulation Order (TRO) to introduce approved changes to road layout on Young Street

Decision

- 1) To agree that the necessary works to change signage and the direction of the one way system on Young Street commenced on 30 December 2014, with the trial commencing in late December 2014 to December 2015.
- 2) To note the responses to the objections and the steps that have been taken to address those objections.
- 3) To agree 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.
- 4) To note 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.
- 5) To note 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

(Reference – Transport and Environment Committee Transport 29 April 2014 (item 1), Environment Committee 26 August 2014 (item 7) - report by the Acting Director of Services for Communities, submitted.)

33. Sustainable Scotland Network Conference 2014

Decision

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.

(Reference – Director of Corporate Governance, submitted.)

34. Parking in Polwarth Terrace – Motion by Councillor McInnes

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

“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.”

Decision

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

35. Resolution to consider in private

The Committee, in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting for consideration of item ** below on the grounds that it involved the disclosure of exempt information as defined in Paragraphs 1, 6 and 11 of Schedule 7(A) of the Act.

36. Transport Companies Update – Verbal update

The Committee received a verbal update regarding issues faced by Transport for Edinburgh.

Decision

- 1) To note the verbal update.
- 2) To ask that the Director of Corporate Governance provide a further update at a future meeting of the Committee.

(Reference – verbal update by the Director of Corporate Governance)

Transport and Environment Committee

June at August 2015

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
1	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	
2	Events in Edinburgh's Parks and Greenspaces	2 June 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	
3	Craig Park Play Park	2 June 2015	Pentland Hills	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
4	Public Conveniences	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Katie Quinn, Open Space Strategy Officer 0131 529 3083 katie.quinn@edinburgh.gov.uk	
5	Heritage Lottery Fund - Saughton Park and Gardens	2 June 2015	Sighthill/Gorgie	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	
6	Progress on Reinstatement Framework for Events in Parks	2 June 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	
7	Delivering the Local Transport Strategy 2014-19: School Streets - Update on School Selection	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Caroline Burwell, Road Safety Manager 0131 469 3668 caroline.burwell@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
8	Review of Supported Bus Services	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Chris Day, Project Officer 0131 469 3568 chris.day@edinburgh.gov.uk	
9	Corporate Performance Framework - Performance	2 June 2015	All	Director of Corporate Governance Lead Officers: Jo McStay, Corporate Manager, 0131 529 7950, jo.mcstay@edinburgh.gov.uk Gosia Szymczak, Senior Business Intelligence Officer 0131 529 5083 gosia.szymczak@edinburgh.gov.uk	
10	Review of Trades, Retail and Business Parking permts	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Gavin Brown, Parking Operations Manager 0131 469 3650 gavin.brown@edinburgh.gov.uk	
11	Leith Programme - Objections to TRO and redetermination order - Leith Walk (McDonald Road to Pilrig Street	2 June 2015	Leith Walk	Acting Director of Services for Communities Lead Officer: Callum Smith, Senior Professional Officer 0131 469 3592 c.smith@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
12	Street Lighting - Proposed City Wide Programme to install energy efficient white lights	2 June 2015	All	Acting Director of Services for Communities Lead Officer: John McFarlane, Street Lighting & Workshops Manager 0131 469 3545 john.mcfarlane@edinburgh.gov.uk	
13	Cleanliness of the City	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Gail Rankin Service Information & Performance Manager 0131 529 2703 gail.rankin@edinburgh.gov.uk	
14	Landfill and Recycling	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Gail Rankin Service Information & Performance Manager 0131 529 2703 gail.rankin@edinburgh.gov.uk	
15	Corporate Performance Framework - Performance October to March	2 June 2015	All	Director of Corporate Governance Lead Officer: Gosia Szymczak, Senior Business Intelligence Officer 0131 529 5083 gosia.szymczak@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
16	Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Len Vallance, Senior Professional Officer 0131 469 3629 len.vallance@edinburgh.gov.uk	
17	Seafeld Waste Water Treatment Working - Monitoring of Scottish Water Odour Improvement Plan - Update Report	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Natalie McKail, Environmental Health, Scientific Services Manager 0131 529 7587 natalie.mckail@edinburgh.gov.uk	
18	Impact of increase in revenue and payments rates for the affected FPN	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Kirsty Morrison, Community Safety Strategic Manager 0131 529 7266 kirsty.morrison@edinburgh.gov.uk	
19	Dog Fouling Prevention Initiatives in Edinburgh	2 June 2015	All	Acting Director of Services for Communities Lead Officer: Kirsty Morrison, Community Safety Strategic Manager 0131 529 7266 kirsty.morrison@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
20	Review of Provision of Scientific Services in Scotland	2 June 2015	All	Acting Director of Services for Communities Lead Officer:	
21	Lothian Buses Report	2 June 2015	All	Acting Director of Services for Communities Lead Officer:	
22	Review of Tables and Chairs Summer Festival Trial on George Street (Consultation Feedback)	2 June 2015	City Centre	Acting Director of Services for Communities Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	
23	Objections to Proposed Introduction of 24 Hour Waiting Restrictions - Glenogle Road Area	2 June 2015	Inverleith	Acting Director of Services for Communities Lead Officer: John Richmond, Traffic Orders Manager 0131 469 3765 john.richmond@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council
24	MyPark Scotland	2 June 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	
25	Public Bowling Greens	25 August 2015	All	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 123 4567 david.jamieson@edinburgh.gov.uk	
26	Charging for Parking in Limited Waiting Bays, Edinburgh	25 August 2015	All	Acting Director of Services for Communities Lead Officer: Andrew MacKay, Traffic Orders and Project Development Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	
27	Parking Action Plan	25 August 2015	All	Acting Director of Services for Communities Lead Officer: Andrew MacKay, Traffic Orders and Project Development Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	

Transport and Environment Committee 17 March 2015

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	13.01.2015	Updated Pedestrian Crossing Prioritisation 2014/15	To carry out a PV2assessment of the 62 signalised junctions without full pedestrian crossing facilities and to receive the results of the assessment, in the annual report on Pedestrian Crossing Prioritisation in late 2015.	Acting Director of Services for Communities Lead Officer: Stacey Skelton, Transport Officer 0131 469 3558 stacey.skelton@edinburgh.gov.uk	Late 2015.		
2	13.01.2015	Illegal Parking – Motion by Councillor McInnes	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.	Acting Director of Services for Communities Lead Officer: John Bury, Acting Director of Services for Communities 0131 529 3494 john.bury@edinburgh.gov.uk	2 June 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
3	13.01.2015	Young Street Experimental Traffic Regulation Order	A report to be brought to Committee in December 2015 analysing the trial's impact and making further recommendations based on the research outcomes	Acting Director of Services for Communities Lead Officer: Contact: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	December 2015		
4	13.01.2015	Edinburgh Community Solar Co-operative	To receive a report on any decision taken on this matter.	Acting Director of Services for Communities Lead Officer: Peter Watton, Head of Service for Corporate Property 0131 529 5962 peter.watton@edinburgh.gov.uk	N/A		
5	13.01.2015	Tree for Every Child Scheme	A further update report will be brought back to the committee in Autumn 2015.	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	Autumn 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
6	13.01.2015	EU Mayors Adapt	To note a climate change adaptation action plan will be developed and presented to Committee for consideration in Winter 2015.	Director of Corporate Governance Lead Officers: James Garry & Fiona Macleod 0131 469 3578/469 3513 james.garry@edinburgh.gov.uk / fiona.macleod@edinburgh.gov.uk	Winter 2015		
7	13.01.2015	Attitudes to Recycling	To agree for an updated communications and engagement strategy to be brought to Committee in Autumn 2015.	Acting Director of Services for Communities Lead Officer: Annabelle Rose, Community Engagement Manager 0131 469 5314 annabelle.rose@edinburgh.gov.uk	Autumn 2015.		
8	13.01.2015	Review of Tables and Chairs Summer Festival Trial in George Street	To agree to receive a report on the outcome of the consultation at it's meeting in March 2015, prior to any further trials of extended operating hours for tables and chairs permits.	Acting Director of Services for Communities Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	2 June 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
9	13.01.2015	Delivering the Local Transport Strategy 2014-19: Parking Action Plan Update	<p>To 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.</p> <p>- To note that the further report would include consultation with relevant stakeholders, as before, and would investigate a range of options. The report would also include details of the legal implications for</p>	<p>Acting Director of Services for Communities Lead officer: Andrew MacKay, Traffic Orders and Project Development Officer 0131 469 3577 a.mackay@edinburgh.gov.uk</p>	2 June 2015.		
10	13.01.2015	Assessing Supported Bus Services	<p>To present the outcomes of the assessment to Committee.</p>	<p>Acting Director of Services for Communities Lead Officer: Chris Day 0131 469 3568 chris.day@edinburgh.gov.uk</p>	2 June 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
11	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.		
12	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.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
13	28.10.2014	Dog Fouling Prevention Initiatives in Edinburgh	<p>To agree that the Council approaches the Scottish Government to request;</p> <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: - an increase to the current FPN amount; and - an increase in the maximum fine of £500 	<p>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</p>	2 June 2015.		
14	28.10.2014	A71 Dalmahoy Junction – response to Dalmahoy Traffic Lights Needed Petition	<p>To request a report to the Transport and Environment Committee on 17 March 2015 outlining options and costs for improvements at the junction.</p>	<p>Acting Director of Services for Communities Lead Officer: Iain Peat, Professional Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk</p>	17 March 2015		On agenda – Item 8.1 recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
15	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		
16	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	2 June 2015		
17	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 existing regulations.	Acting Director of Services for Communities Lead Officer: Cliff Hutt, Traffic & Engineering Manager 0131 469 3751 cliff.hutt@edinburgh.gov.uk	17 March 2015		On agenda – Item 7.5 recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
18	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		
19	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		On agenda – Item 7.1 recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
20	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
21	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	2 June 2015		
22	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	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
23	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		
24	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	2 June 2015		
25	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	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
26	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		On agenda – Item 7.10 recommended for closure
27	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		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
28	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		
29	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	2 June 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
30	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	2 June 2015		
31	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
32	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		
33	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		
34	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		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
35	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		On agenda – Item 7.4b recommended for closure
36	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		
37	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		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
38	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
39	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. 	<p>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</p>	2 June 2015.		
40	15.01.2013	Automated Recycling Points	To provide a further report once the findings of the Zero Waste Scotland pilot became known.	<p>Angus Murdoch, Strategy and Recycling Officer 0131 469 5427 angus.murdoch@edinburgh.gov.uk</p>	Winter 2015		

Transport and Environment Committee

10 am Tuesday 17 March 2015

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p>Convener Cllr Lesley Hinds</p>  <p>Vice- Convener Cllr Adam McVey</p> 	<p>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>Marie Craig Business Manager ☎ 0131 529 7739</p> <p>Jemma Blackwood Business Manager ☎ 0131 529 3473</p> <p>Lesley Birrell Committee Services ☎ 0131 529 4240</p> <p>Stuart McLean Committee Services ☎ 0131 529 4106</p>

Recent news

Report of CHAMP Conference

The CHAMP Final Conference in September 2014, on cycling, was attended by Councillor Hinds. It endorsed 12 approaches to data, strategy and implementation; these can be found at http://www.champ-cycling.eu/en/upload/PDF/The_CHAMP_Cycling_Commandments_final.pdf. The outcome of the conference was that cities agreed cycling work should be integrated with other policy fields and transport modes.

“Cycling should not be viewed as a stand-alone issue or solution but one which can add value to all aspects of the authority’s work. Measures to discourage car use should accompany cycle promotion to help get people out of their cars. These include: parking tariffs, speed limits, reducing car parking spaces & banning cars from the city centre.”

Picture (right): Cycle infrastructure tour of Ghent.

The conference helped exchange best practice, seeing successful solutions at first hand; including Ghent’s approach to cycle and tram integration, pedestrianisation projects, trial street improvements, cycle streets, cycle parking facilities, marketing measures, and solutions for cycling infrastructure. Documents summarising Edinburgh’s involvement in the project are available from the project’s website: <http://www.champ-cycling.eu/en/The-Champs/Edinburgh/Edinburgh/>.

Background



Contact: Reginald Tricker
(Professional Officer)

on 0131 469 3571
reggie.tricker@edinburgh.gov.uk

Forthcoming activities:

None.

Recent news

Update on Road Safety Education, Training and Publicity Activities

On 31/3/14 Police Scotland transferred responsibility for Road Safety education back to the Council. The Road Safety team has two Road Safety Officers providing school travel and child road safety initiatives. A seconded teacher works with schools on the road safety curriculum. Staff numbers limit opportunities to work with other vulnerable groups such as pedestrians and the elderly, although we have run successful cycling campaigns addressing the dangers of HGVs, visibility and advanced stop lines. The most successful have addressed the dangers of HGVs to cyclists.

A total of 625 projects have been carried out in 95 primary schools and 30 high and independent schools covering a range of pedestrian, cycle and tram safety and parking activities. The main activities have included:

- Junior Road Safety Officer scheme;
- Kerbcraft pedestrian training scheme for P2 pupils;
- Cycle safety - IBike cycle scheme;
- ParkSmart campaign;
- STARS;
- Curriculum programmes;
- Theatre in Education shows;
- Tram safety; and
- Young Driver.

The Junior Road Safety Officer scheme in primary schools was taken over from the Police; in 2014/15 it has now expanded to 80 schools with a total of 360 P6 and 7 pupils acting as JRSOs.

Background

Proposed Changes to the Delivery of Road Safety Education, Training and Publicity – Police Scotland Withdrawal of Services – report submitted to Transport and Environment Committee on 14 January 2014. The recommendation was to provide a further report on the future provision of Road Safety services; this bulletin provides an update on these activities undertaken in 2014, allowing the recommendation to be discharged.

Training courses have been run for Council drivers and 26 new refuse vehicles fitted with warning lights and cameras to aid drivers in detecting cyclists along the sides of the vehicles will be delivered by March 2015.

Further information available at www.streetsaheadedinburgh.org.uk

Forthcoming activities:

None.

STARS (Sustainable Travel Accreditation and Recognition for Schools)

Edinburgh is one of nine European cities participating in the STARS (Sustainable Travel Accreditation and Recognition for Schools): to increase the number of pupils cycling to and from school, who would previously have been driven. Ten primary schools took part in 2014 with four schools reaching the bronze level; in 2015, 35 schools have signed up and will be working for gold.

The Theatre in Education programme - *Road Safety Magic Show* for P1-3 pupils in 30 schools, *The 9 Lives of Roddy Hogg* for S1 pupils in four schools and *Friends Disunited* as part of Young Driver event.

The Young Driver event is now in its fourth year. Over 2,400 pupils from 29 schools attended in 2014. The event uses drama and real life testimonies to educate sixth year pupils about the the risks and responsibilities in becoming a driver.

Pupils participate in practical activities, driving simulators, impairment goggles and taking part in hazard perception tests. The event was supported by staff from the Council's Road Safety team, Police Scotland, Scottish Fire and Rescue, Transport for Edinburgh and voluntary groups.

The School Streets project which will prohibit vehicles from streets for short periods at the beginning and end of the school day is working towards setting up pilots at 11 schools. Police Scotland has set out the local policing priorities for Edinburgh for 2014-17 in the local Police Plan. In eight of the seventeen wards, road safety has been identified as one of the top priorities. To assist the delivery of initiatives targeted at local concerns, an Edinburgh Division Road Safety Board has been set up bringing together the Council's Road Safety team and local community police. These initiatives will include running local campaigns, targeted at high risk groups, eg speeding motorists, cyclists, the elderly, young drivers.

A launch event was held in the Council Chamber on 22 September 2014. JRSOs promote road safety to their peers through assemblies, notice boards and competitions.

Further information can be found at

<http://starseurope.org/edinburgh.php>

These productions present road safety messages and explore difficult concepts, such as dealing with peer pressure.

Event successfully held from 22-25 September 2015.

Feedback from both pupils and teaching staff has been extremely positive with many commenting on the approachable nature and knowledge of the partners involved.

Consultation with local residents and parents has shown that over 85% of respondents are in favour of the scheme.

Forthcoming activities:

4-10 May 2015 Scottish Road Safety Week-Theme 'Children and Road Safety. A series of events will be organised across the city to promote child safety.

Launch of school streets in two phases in September 2015 and January 2016.

Recent news

Update on Smarter Choices, Smarter Places Funding

A bid has been put forward to Scottish Government for the Smarter Choices Smarter Places project, as reported to the Transport and Environment Committee in January 2015. This briefing provides an update on the execution of the delegated powers agreed at that Committee.

An application was submitted on 30 January 2015 which contained proposals for marketing and communications activities for the following projects in 2015/16:

- Branded promotion of the Council's major walking and cycling infrastructure investment schemes route-based promotion;
- 20mph speed limits (subject to approval of network roll out proposals);
- Mapping tools, to enhance understanding of walking, cycling and public transport opportunities;
- Travel planning, to aid staff travel within the Council and at other employers and destinations, including personalised travel advice;
- Promotions with festivals, to facilitate sustainable travel patterns during the summer, with follow-through information for residents on benefits;
- Walk to work activities, promoting community involvement in Council schemes, and ways to adopt more active lifestyles; and
- Public transport integration, through assistance

Background

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with the Council's bikes on trams pilot.

Match funding has been identified from the Council's existing revenue and capital expenditure on infrastructure and promotion, CWSS (Cycling, Walking and Safer Streets) budgets, staffing contributions, and partners who may form part of the subject to success of the bid, to be announced in March 2015, a review report will be submitted to Scottish Government, after the first six months of the programme.

Details of the programme will be made available on the Council's website.

In accordance with the delegated powers agreed at the Transport and Environment Committee on 13 January 2015, this briefing discharges the minutes of that Committee, to update members on progress with identifying projects and budgets.

These meetings informed the content of the final application:

- A sub-group of the Council's Active Travel Forum, on 16 January 2015, discussed the proposals.

Further consultation was held with Transport Spokespersons.

Forthcoming activities:

None

Recent news

Edinburgh Community Solar Co-operative Proposal

On 3 December 2013, approval was given by the Corporate Policy and Strategy Committee, to support a proposal for the development of a community owned solar energy scheme on 25 Council buildings by Edinburgh Community Solar

Background

ECSC's proposal projects the creation of a community benefit fund, in the region of £1m, over the 20 year duration of the agreement. In addition, ECSC will engage a board of directors and the wider public in energy related activities across Edinburgh. There is potential for Council buildings, and

Co-operative (ECSC).

On 13 January 2015, the Transport and Environment Committee accepted an amendment to delegate the decision-making authority to the Acting Director of Services for Communities, in consultation with the Convenor and Vice-Convenor and opposition spokespeople, once the final proposal from ECSC had been received and officials had reviewed and assessed it.

On 26 February 2015, the Acting Director of Services for Communities met with representatives from the Transport and Environment Committee. It was agreed that CEC should progress with the proposal on condition of the following:

- ECSC agree to greater representation from CEC on the ECSC Board.
- That a portion of revenue from the scheme should be made available to buildings included within the scheme for the 20 year duration of the agreement, rather than limited to the first five years as originally stated.
- That the ECSC should aim for gender balance on their board.

ECSC have subsequently submitted revised Head of Terms agreeing in principle to the above conditions. The revised document is currently under review by Legal Services and will be finalised shortly.

On 6 March 2015, ECSC received confirmation that their application for funding from CARES (Community and Renewable Energy Scheme) has been accepted subject to conditions. The Council is assisting ECSC in meeting the conditions of funding where appropriate.

Arrangements are in place to ensure that communications and publicity around the agreement will be jointly managed between the Council and ECSC.

associated communities, to benefit directly from the scheme.

Scottish and UK Governments are strongly supportive of community renewable schemes, recognising that such schemes can deliver a range of social and economic benefits to local communities, including increased autonomy, empowerment and resilience. Coalition [‘Pledge 53’](#) confirms the City of Edinburgh Council’s commitment to community-based energy initiatives.

The introduction of renewable generation in the Council’s estate would be welcomed by many who see renewables as a visible and tangible demonstration of environmental commitment. Electricity generation consumed on-site would contribute towards reducing the Council’s Carbon Emissions, and would also contribute towards high level policy objectives.

It is recognised that there are a number of buildings, in addition to the 25 selected for the ECSC proposal, across the wider estate with potential for viable solar PV installations.

The most straightforward opportunity would be to consider provision of Council owned PV systems as part of the business case for refurbishment works or new builds to deliver cost efficiencies. Typical payback on a Council funded PV scheme would be 8-12 years depending on building characteristics.

The provision of the ECSC agreement, and the potential of Council funded installations does not prevent future consideration of entering into an agreement with a private investment company. This would require the company to fund, install and maintain PV systems on Council buildings. With this model, the Council would benefit from purchasing consumed electricity at a reduced rate; however the financial benefits would not be as great as those available from a Council funded scheme.

Forthcoming activities:

None

Recent news

Community Policing Service Level Agreement, Performance Update

The Police and Fire Scrutiny Committee (06/02/15) considered a [performance update on the Community Policing Service Level Agreement](#). The Committee approved the recommendations in the Acting Director's report and referred the report to the Transport and Environment Committee for information.

Background

For further information:

Susan Mooney, Head of Service
– Community Safety.

0131 529 7587

Forthcoming activities:

None

Recent news

Budget Proposals: Overview of Feedback and Engagement

The Finance and Resources Committee (03/02/15) considered a report on [Budget Proposals: Overview of Feedback and Engagement](#)

The Committee approved the recommendations in the report by the Director of Corporate Governance and referred the report to all Executive Committees for information.

Background

For further information:

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Forthcoming activities:

None

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Active Travel Governance and Funding

Item number	7.1
Report number	
Executive/routine	
Wards	

Executive summary

The new Active Travel Forum with its sub-forums covering walking and cycling, has built a further element of partnership, into the governance of the Active Travel Action Plan.

A new capital budget heading for walking-related enhancements has been created, whilst the secondment of the Active Travel (Walking) Officer has been extended and the creation of a permanent post is being considered, as part of the Transport Service Review.

This report also recommends that enhanced opportunities are created for members of the public and the Neighbourhoods, to influence the Council's investment in cycling.

Links

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

Active Travel Governance and Funding

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 agrees the changes in Active Travel Action Plan Governance reported here;
 - 1.1.2 agrees the proposal to enhance the involvement of Neighbourhoods in identifying local projects for inclusion in the programme for cycling spend; and
 - 1.1.3 discharges the Committee actions referred to in paragraph 2.1 and 2.2.

Background

- 2.1 A report to this Committee on 3 June 2014, noted the intention to review the governance and funding arrangements for the Active Travel Action Plan (ATAP), the intention to continue employment of an Active Travel (Walking) Officer, and the fact that these matters would be the subject of a subsequent report.
- 2.2 At the June 2014 meeting of this Committee, in response to a report covering the 2014/15 7% budget spend for cycling , the following motion was passed:

“Further consideration to be given to devolving funding for small scale cycle improvement schemes to Neighbourhood Partnerships in 2015/16 and to promoting and publicising the small projects funding stream in local communities.”

Main report

ATAP Governance

- 3.1 Until late 2014, detailed progress on the Active Travel Action Plan was overseen at officer level. Following discussion at a specially convened subgroup of the Transport Forum, oversight has been widened by the creation of the Active Travel Forum, with sub-forums for walking and cycling. As discussed in a report to this Committee on 26 August 2014, the forums include stakeholder and interest-group representatives, but also members of the public who applied to join the forums through a publicly-advertised process.

- 3.2 The three new forums met for the first time on 26 November 2014. At the first meeting, the forums discussed their remits and concluded:
- a) that the walking and cycling forums will, in general, consider in depth a single issue relevant to their remit at each meeting – for example the next meeting of the Cycle Forum is due to consider the experimental George Street cycle route and how it relates to the proposed east-west city centre cycle route as part of the 'family cycle network'; and
 - b) that the Active Travel Forum will take a strategic view of progress on the Active Travel Action Plan, including consideration of budget and programme matters.
- 3.3 On 16 January 2015, a subgroup of the Active Travel Forum considered and commented on draft proposals for spending the Council's £446K share of the Scottish Government 2015/16 'Smarter Choices Smarter Places' funding allocation. It is proposed that the Forum and/or its walking/cycling subgroups should have an increased role in considering other walking and cycling related spend in future.

ATAP funding and resourcing

- 3.4 The commitment to allocate a percentage of overall transport spend to cycling funding has helped maintain consistent progress in this area. Another report to this Committee meeting provides a summary of the planned cycling spend in the 2015/16 financial year.
- 3.5 The city's streets include a large element of pedestrian infrastructure in the form of footways. There is a significant annual spend on footway renewals, amounting to approximately £2.5M in 2014/15, with a further important component of transport capital spend on enhancements for pedestrians (around £0.5M in 2014/15). These enhancements have recently included improved routes to tram stops, new pedestrian crossings, dropped kerbs and walking-related improvements funded as part of safer routes to schools projects.
- 3.6 As noted in the report to this Committee in June 2014, the seconded Active Travel (Walking) Officer post has been continued and the secondment has now been extended until March 2016. Redeployment of staff to enable creation of a permanent post with this remit is being considered as part of the Transport Service Review.

Management of cycle spending

Current situation

- 3.7 Most capital cycling schemes (from small-scale to large) are currently led by the Council's Cycle Team. The Cycle Team has a high level of knowledge and experience in delivering cycling projects and provide advice to other areas of the Council. Total budgeted cycling spend in 2014/15 is £2.369m (part of the Council's 7% Commitment). Of this, £962,000 is from the Council's Capital Cycle Block budget and £472,000 is from the ring-fenced Scottish Government Cycling, Walking and Safer Streets (CWSS) fund. The remaining £935,000 is from the Sustrans 'Community Links' fund, which is awarded in a competitive bidding process requiring at least 50% match finance, project by project. This matching finance is taken from the previously-mentioned Cycle Block budget and the CWSS fund.
- 3.8 Due to the need to deliver city-wide infrastructure related to the Active Travel Action Plan, particularly a joined up 'family cycle network' and to attract external funding from Sustrans, the large majority of the cycle schemes progressed are strategically driven. However some smaller-scale local cycle/pedestrian improvements suggested by members of the public or through Neighbourhood Partnerships are taken forward.
- 3.9 The significant uplift in overall investment enabled by large scale external funding relies on clear evidence of a coherent strategic investment programme. Applying for funding often requires detailed applications to be prepared and for the projects to be monitored carefully in liaison with the funder. Staff resourcing issues and economies of scale also mean that it makes sense to adopt a strategic approach.
- 3.10 Very often, significant opportunities for external funding emerge at short notice. Further, individual projects often encounter delays which require re-programming to ensure that budgets can be spent. Responding to opportunities and delays can require considerable flexibility in managing the overall programme (eg delaying a smaller project to enable a larger project to proceed quickly enough to benefit from external funding). This is easier to do with a centrally managed budget.

3.11 In addition to larger capital funded cycle programme, the percentage budget commitment to cycling has led to the creation of a ring-fenced budget allocation for revenue funded cycling projects. In 2014/15, £130K of this was allocated to a 'Project Bank' for small scale revenue cycling projects. Neighbourhood teams and Natural Heritage Services bid for funding from this bank which is allocated by agreement between the Cycling Team and a Local Environment Manager. The funding has been used to deliver a wide variety of local improvements including resolving recurring path flooding issues, access improvements and local surfacing improvements. Examples include vegetation removal along shared paths (North Edinburgh Path network), new handrails (Hutchison Cycleway), new signage (Union Canal), path regrading (Bonaly Reservoir, Maidens Cleuch) and white lining of cycle lanes (East Fettes Avenue, Portobello Promenade, Willowbrae Road). Cycling groups have been made aware of the Project Bank but no wider promotion of it has been undertaken to date.

Suggested way forward

- 3.12 With the above in mind, it is proposed that the cycling capital programme continues to be managed centrally, though with an improved ability for the public and Neighbourhood Teams to feed in proposals for cycling-related improvements. This means that the Neighbourhood Teams will be able to put forward proposals for the capital programme as well as the revenue funded 'Project Bank'. As the cycling capital programme for 2015/16 is already committed Neighbourhoods will be able to put forward proposals for the 2016/17 programme.
- 3.13 As described elsewhere in this report, this programme will also be scrutinised by the Active Travel Forum. Consideration will be given as to how to retain the necessary flexibility in budget management, whilst making the changes outlined.
- 3.14 There has also been discussion at the Active Travel Forum about creating the opportunity for the public to put forward suggestions for local cycling improvements. It is therefore proposed that individual members of the public and community groups be invited to put forward ideas for enhancing local cycling provision via the Council's website or through the relevant Neighbourhood Team. These would be assessed (for cost, feasibility and benefits) by the Neighbourhood Roads Team and put forward as appropriate as part of a proposed package of Neighbourhood cycling projects for inclusion in the 'Projects Bank', or where appropriate the capital programme. It is also proposed to consult the Active Travel Forum or Cycle Forum on the proposals that will be going forward as part of the 'Projects Bank' each year.

Measures of success

- 4.1 Creation of a user-friendly mechanism for members of the public to suggest cycling-related improvements.

- 4.2 Scrutiny of proposed 2016/17 capital and revenue cycling spend by the Active Travel Forum and/or Cycling Forum.

Financial impact

- 5.1 The creation of a new capital budget heading for walking has not impacted on the overall Transport capital budget but has required some re-allocation of resource within that budget.
- 5.2 The Council is committed to earmarking a percentage of the total capital and revenue Transport budgets for cycling starting with 5% in 2012/13 and rising by 1% a year to 8% in 2015/16.

Risk, policy, compliance and governance impact

- 6.1 The new arrangements described in this report will improve scrutiny of the Council's spending on Active Travel. The new walking capital budget and the Active Travel (Walking) post will help ensure implementation of walking elements of the ATAP.

Equalities impact

- 7.1 The new walking capital budget and the Active Travel (Walking) post will help to deliver a number of ATAP actions that implement policies which enhance rights, for example consistent provision of dropped kerbs enabling journeys to be safely made by wheelchair or mobility scooter.

Sustainability impact

- 8.1 The actions outlined in this report will further encourage travel on foot and cycle, the most environmentally benign and sustainable forms of transport.

Consultation and engagement

- 9.1 As noted above, the Active Travel Forum and its sub-forums covering walking and cycling were established through a participative process involving a specially convened subgroup of the Transport Forum. The new forums themselves enable an increased level of continuing consultation and engagement on the Active Travel Action Plan and its priorities.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

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Coalition pledges	<p>P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P44 - Prioritise keeping our streets clean and attractive</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020</p>
Council outcomes	<p>CO9 - Edinburgh residents are able to access job opportunities</p> <p>CO10 - Improved health and reduced inequalities</p> <p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO24 - The Council communicates effectively internally and externally and has an excellent reputation for customer care</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
Single Outcome Agreement	<p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Road and Footway Additional Investment Budget Allocation 2015/16

Item number 7.2
Report number
Executive/routine
Wards

Executive summary

At its meeting on 12 February 2015, the Council approved the revenue and capital budgets for 2015/16. This included the allocation of an additional £5M for road and footway investment in 2015/16, comprising £3M capital investment and £2M revenue investment.

This investment is in addition to the original £15.069M capital investment that was agreed by this Committee on 28 October 2014, giving a total budget of £18.069M. Appendix A shows the budget allocation and the list of schemes that were approved in October.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways continues to improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Links

Coalition pledges	P29 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Road and Footway Additional Investment Budget Allocation 2015/16

Recommendations

- 1.1 It is recommended that the Committee approves:
 - 1.1.1 the allocation of the additional capital budget for 2014/15 shown in Appendix B; and
 - 1.1.2 the list of additional carriageway and footway schemes shown in Appendix C.

Background

- 2.1 This report seeks approval for the proposed budget allocation for the additional £3M capital and £2M road and footway improvements 2015/16.
- 2.2 At its meeting on 12 February 2015, the Council approved the revenue and capital budgets for 2015/16. This included the allocation of an additional £5M for road and footway investment in 2015/16. This report proposes how this additional investment should be allocated across three different work-streams, which are: Carriageways and Footways, Neighbourhoods and Cycling Improvements.
- 2.3 This investment is in addition to the original £15.069M capital investment in roads, footways and street lighting that was agreed by this Committee on 28 October 2014. This gives a total budget investment of £18,069M for 2015/16. Appendix A shows the budget allocation and the list of schemes that were approved in October.

Main report

Budget Allocation

- 3.1 Further to the initial capital budget allocation for 2015/16 (in Appendix A), the proposed additional budget allocation across the three different workstreams is shown in Appendix B.

Capital Carriageways and Footways

- 3.2 It is proposed to allocate £1.07M for carriageway and footway works. The programme of proposed additional carriageway and footway works is shown in Appendix B.
- 3.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.4 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan.

Capital Neighbourhoods

- 3.5 It is proposed to allocate £1.69M to Neighbourhoods for capital investment, as detailed below.
- 3.6 Building on the success of the Right First Time (RFT), initiative for road repairs, it is proposed to allocate an additional £720,000 for a Carriageway Enhancement Programme. This will allow roads that do not feature in the programme for major resurfacing works to receive smaller scale surface enhancement treatments. It would, therefore, negate the need for these roads to be considered for further capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs for several years.
- 3.7 It is proposed to allocate an additional £120,000 for Bus Stop Maintenance. This will provide the Neighbourhoods with additional funds to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive damage caused by heavily loaded buses.
- 3.8 It is proposed to invest £50,000 per ward for local road and footway improvement projects. This will be a total investment of £0.85M across all 17 wards and will allow the neighbourhoods to invest in roads and footways in their area, in line with locally agreed priorities.

Cycling Improvements

- 3.9 The Council has a commitment to allocate a percentage of the transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10%. In 2015/16 the allocation will be 8%.
- 3.10 The 8% budget commitment will enable the Council to deliver new cycling infrastructure, including the creation of links between existing off-road routes and upgrading the facilities that are available on-road. It is likely that the carriageway and footway allocation, detailed in Appendix B, for Cycle Improvements, will be reduced after the full details of the cycle spend is determined for all of Transport.

Revenue Neighbourhoods

- 3.11 It is proposed to invest £220,000 in Carriageway Lining. This will give the Neighbourhoods the ability to share a carriageway lining squad for the full financial year, allowing renewal of the existing, strategic, road markings.
- 3.12 It is proposed to invest £220,000 in Hard Landscaping. This will give the Neighbourhoods the ability to share a hard landscaping squad for the full financial year, allowing small scale repairs to slabbed areas to be undertaken throughout the city. The largest proportion of this allocation will be used in the city centre.
- 3.13 It is proposed to allocate an additional £900,000 for Carriageway Patching. This will be used to carry out small scale permanent carriageway patching repairs. It will be used to support the Capital Carriageway Enhancement Programme and give all six neighbourhoods the ability to fund at least one hot (permanent) repair squad for the whole year.
- 3.14 In addition to the capital and revenue funding detailed in this report, each Neighbourhood receives a revenue budget each financial year. This allows the Neighbourhood Road Teams to carry out carriageway and footway repairs, repairs to barriers and fences and repairs to minor drainage faults. It is also used for traffic signs and road markings. It is proposed to allocate an additional £500,000 to support these activities.

Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 34.2% in 2012/13. Edinburgh's ranking within the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 14th in 2012/13. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.

Financial impact

- 5.1 The report outlines the expenditure plans for additional capital funding of £3M. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £3.0M and interest of £1.9M, resulting in a total cost of £4.9M based on a loans fund interest rate of 5.1%. The annual loan charges would be £0.245M.

- 5.2 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third party contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects. Following instruction from Members, notional loan charge estimates have been provided above, which it should be noted are based on the assumption of borrowing in full for this capital project.
- 5.3 As the capital expenditure outlined in this report forms part of the approved capital investment programme, provision for funding it will be met from the revenue loan charges budget earmarked to meet overall capital investment programme borrowing costs.

Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report will improve the condition of the roads and footways listed. The capital programme of works will be monitored on a monthly basis to reduce the risk of not delivering the schemes detailed in this report.
- 6.2 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

Equalities impact

- 7.1 A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

Sustainability impact

- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

- 8.2 The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways continues to improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Consultation and engagement

- 9.1 The Ward funding allocated to the Neighbourhoods for investment in local road and footway improvements will be subject to local consultation.

Background reading/external references

Road and Footway Prioritisation Review 2014

Road and Footway Investment – Capital Programme 2015/16

John Bury

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Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Capital Budget Allocation & Schemes 2015/16</p> <p>B Proposed Additional Capital Budget Allocation 2015/16</p> <p>C Proposed Additional Capital Programme 2015/16</p>

Capital Budget Allocation

Current and Predicted Capital Allocation

	2014/15	2015/16	2016/17
£M	15.069	15.069	15.069

Proposed Budget Allocation for 2015/16

Roads, Footways and Street Lighting Budget	£m	15.069	
<u>Carriageways & Footways</u>	£m		
Budget for main carriageway works		3.899	
Budget for Local Roads Thin Overlay		0.500	
Budget for Type 3 Carriageways		0.500	
Budget for Type 4 Carriageways		0.400	
Budget for Unidentified Carriageways		0.500	
Budget for footway works		2.080	
Budget for Local Footways		0.400	
TOTAL			-8.279
<u>Street Lighting</u>	£m		
TOTAL		1.500	-1.500
<u>Other Asset Management</u>	£m		
Asset replacement ¹		0.500	
Calder Road Barrier Work		0.250	
TOTAL			-0.750
<u>Neighbourhoods</u>	£m		
Drop crossings (£30,000 per Neighbourhood Area)		0.180	
Drainage improvements (£30,000 per Neighbourhood Area)		0.180	
NEP - (£67,845 per Partnership)		0.814	
Carriageway Enhancement Programme		0.180	
Bus Stop Maintenance		0.120	
TOTAL			-1.474
<u>Miscellaneous</u>	£m		
Budget for Inspection, Design & Supervision costs, including TTRO's		1.360	
Contingencies		0.500	
TOTAL			-1.860
<u>Cycling Allocation</u>	£m		
8% Allocation		1.206	
TOTAL			-1.206
TOTAL SPEND			-15.069

Proposed Capital Programme - April 2015–March 2016**Carriageway Schemes**

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
London Road	Montrose Terrace to Wishaw Terrace	14	Craigentenny/Dudd'n	3,904	16.5	1.8	1.50	1.05	46.78
St John's Road	Featherhall Avenue to Clermiston Road	6	Costorphine/Murrayf'd	6,279	16	1.8	1.5	1.05	45.36
Westfield Road	No 26 Westfield Road to Roseburn Street	7	Sighthill/Gorgie	3,741	15.5	1.8	1.25	1.05	36.62
Comiston Road	South Morningside Primary School to 402 Morningside Road	10	Meadows/Morningside	5,781	15.5	1.8	1.25	1.00	34.88
Queen Street Gardens West	Southbound Carriageway	11	City Centre	449	17.5	1.8	1.10	1.00	34.65
Brighton Place Phase 1	Scope of work to be confirmed following discussion with local Community Council on most effective use of funds for setted carriageway	17	Portobello/Craigmillar	TBC	18.0	1.6	1.10	1.05	33.26
Glasgow Road	3 Sections Drumbrae Roundabout to Maybury Road	3	Drum Brae / Gyle	10,750	14.0	1.8	1.25	1.05	33.08
Dundas Street	No.89 to Great King Street	11	City Centre	2308	16.5	1.8	1.1	1.00	32.67
East Preston Street	Whole Road	15	Southside/Newington	3,260	16.0	1.6	1.25	1.00	32.00
Morningside Road	Newbattle Terrace to Canaan Lane	10	Meadows/Morningside	3,600	14.0	1.8	1.25	1.00	31.50
A7 Old Dalkeith Road	Southbound Carriageway Cameron Toll Roundabout to outside No.33	16	Liberton/Gilmerton	2,343	14.0	1.8	1.25	1.00	31.50

Carriageway Schemes

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Hope Street	Whole Road	11	City Centre	1133	16.5	1.8	1.00	1.05	31.19
Colinton Road	Craiglockhart Avenue Crossroads	9	Fountainbridge/C'hart	909	15.5	1.6	1.25	1.00	31.00
A7 Old Dalkeith Road	Walter Scott Avenue to Ravenswood Avenue	16	Liberton/Gilmerton	1492	13.0	1.8	1.25	1.05	30.07

Proposed Capital Programme - April 2015–March 2016**Type 3 Carriageway Schemes**

Type 3 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Drum Brae Drive	From 17 Drum Brae Drive to 174 Drum Brae drive	3	Drum Brae / Gyle	1,142	16.0	1.3	1.25	1.05	27.30
Restalrig Road South RAB	At Restalrig Road South RAB	14	Craigentinny/Dudd'n	1,370	17.5	1.3	1.10	1.00	25.03
Whitehouse Loan	From Bruntsfield Place Jct to Bruntsfield Crescent Jct	10	Meadows/Morningside	3,456	18.0	1.3	1.00	1.05	24.57
Whitehouse Loan	From Strathearn Place Jct to Greenhill Terrace Jct	10	Meadows/Morningside	2,713	18.0	1.3	1.00	1.05	24.57
Mansfield Road	Millbank to No. 99	2	Pentland Hills	3,333	17.0	1.3	1.10	1.00	24.31

Type 4 Carriageway Schemes

Type 4 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Rutland Street	From No. 1 Rutland Street No. 21 Rutland Street	11	City Centre	863	19.0	1.0	1.00	1.05	19.95

Proposed Capital Programme - April 2014–March 2015

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
South Gyle Road	Full Length	3	Drum Brae / Gyle	2,805	16.5	1.0	1.05	20.00
Clermiston Gardens	Full Length	3	Drum Brae / Gyle	2059	17.0	1.0	1.00	18.00
St Thomas Road	Full Length	15	Southside/Newington	276	16.0	1.0	1.05	17.50
Hailes Park	Full Length	8	Colinton/Fairmilehead	1,057	16.5	1.0	1.00	17.50
Spylaw Bank Road	From Sir William Fraser Homes to Dell Road Jct	8	Colinton/Fairmilehead	3757	16.5	1.0	1.00	17.50
Sighthill Place	Full Length	7	Sighthill/Gorgie	1,018	16.5	1.0	1.00	17.00
Hillview Terrace	Full Length	6	Costorphine/Murrayf'd	3,848	15.5	1.0	1.05	17.00
Firrhill Drive	Full Length	8	Colinton/Fairmilehead	2,154	15.5	1.0	1.05	17.00
Mansionhouse Road	Full Length	15	Southside/Newington	1,414	16.0	1.0	1.00	17.00
Ross Gardens	Full Length	15	Southside/Newington	2,219	16.0	1.0	1.00	16.50
Bruntsfield Crescent	From No. 11 Bruntsfield Crescent to Whitehouse Loan Jct	10	Meadows/Morningside	1186	16.0	1.0	1.00	16.50

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
Mortonhall Park View	Assessed Provisional	16	Liberton/Gilmerton	3,160	16.0	1.0	1.00	16.50
Fernieside Grove	From Moredun Park road Jct to No. 520 Old Dalkeith road	16	Liberton/Gilmerton	1,624	16.0	1.0	1.00	16.00
West Pilton Grove	From West Pilton Park Jct to West Pilton Green Jct	4	Forth	1,093	16.0	1.0	1.00	16.00

Proposed Capital Programme - April 2015–March 2016**Footway Schemes**

Footway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
Queensferry Street Lane	Both sides Queensferry St Jct to No. 52 Queensferry Street Lane	11	City Centre	222	23.00	1.6	36.80
East Fettes Avenue	West Side of East Fettes Avenue from Tennis Court to Playing Field	5	Inverleith	1,672	17.50	1.6	28.00
Hanover Street	Both sides Full Length	11	City Centre	2,509	15.00	1.8	27.00
Cowgate	North side of Road from Candlemaker Row Jct to Old Fishmarket close Jct	11	City Centre	654	15.00	1.8	27.00
St Margaret's Road	Both sides of road from Greenhill Place Jct to No. 1 St. Margarets Road	10	Meadows/Morningside	496	16.50	1.6	26.40
Newtoft Street	Both sides Full Length	16	Liberton/Gilmerton	1,277	16.50	1.6	26.40
Blair Street Ph1	Full Length East side	11	City Centre	234	15.00	1.6	24.00
Inverleith Row	East side of Inverleith Row from No. 1 to No. 19	5	Inverleith	584	16.00	1.6	25.60
Rossie Place	Both sides Full Length	12	Leith Walk	901	16.00	1.6	25.60
West Crosscauseway	North f/w Church to Nicolson St, South f/w Nicolson St to West Cr/way	15	Southside/Newington	338	16.00	1.6	25.60

Footway Schemes

Steel's Place	Both sides Full Length	10	Meadows/Morningside	113	16.00	1.6	25.60
Montagu Terrace	West f/w No. 36 to 62, East f/w Bangholm Terr Jct to Royston Terr Jct	5	Inverleith	1,266	16.00	1.6	25.60
Ashley Terrace Shandon Place	East side Ashley Dr Jct to 56, then 3 to 9, West Side from No. 1A to 20	9	Fountainbridge/C'hart	1,499	16.00	1.6	25.60
Leamington Terrace	West Side Gilmour Place to o/s 28	10	Meadows/Morningside	186	17.00	1.6	27.20
Henderson Street	East side of Road from No. 58A to Giles Street Jct	13	Leith	238	16.00	1.6	25.60
Bridge Road	North Side of road from No. 2 to No. 8	8	Colinton/Fairmilehead	111	16.00	1.6	25.60
Mound Place	North side from just above No. 1 Ramsay Garden to the Mound Jct	11	City Centre	167	12.50	2	25.00
St Stephen Street	North side of road from No. 7 to No. 93 St Stephen Street	5	Inverleith	386	15.50	1.6	24.80
Warrender Park Terrace	South Side Full Length, North side opp No. 4 to Marchmont road Jct	10	Meadows/Morningside	1,063	15.50	1.6	24.80

Proposed Capital Programme - April 2015–March 2016**Local Footway Schemes**

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
Wardie Square	Footway both sides whole length of Wardie Square	4	Forth	283	19.50	1.2	23.40
Crewe Road North	East f/w Pilton Av to 220 Crewe Rd North, West f/w 165 to 171 Crewe Road North	4	Forth	730	19.00	1.2	22.80
Cliftonhall Road	At North West corner of Cliftonhall Road	1	Almond	176	19.00	1.2	22.80
Barnton Park Avenue	From Barnton Park Drive jct to Barnton Park Place Jct	1	Almond	1,287	18.50	1.2	22.20
Boswall Grove	Both sides of Boswall Grove full length	4	Forth	105	18.00	1.2	21.60
Queensferry Rd K'liston	East Side of Queensferry Road from Opp. Community centre to No. 37 Queensferry Road	1	Almond	235	18.00	1.2	21.60
Hailes Park	Both sides of Hailes Park Full Length	8	Colinton/Fairmilehead	507	18.00	1.2	21.60

Budget Allocation**Additional Budget Allocation for 2015/16**

Additional Capital Budget	<u>£m</u> 3.00
<u>Carriageways & Footways</u>	<u>£m</u>
Budget for main carriageway works	0.749
Budget for footway works	0.321
TOTAL	-1.070
<u>Neighbourhoods</u>	<u>£m</u>
Carriageway Enhancement Programme	0.720
Bus Stop Maintenance	0.120
Ward Allocation	0.850
TOTAL	-1.690
<u>Cycling Improvements</u>	<u>£m</u>
8% Allocation	0.240
TOTAL	-0.240
Additional Revenue Budget	<u>£m</u> 2.00
<u>Neighbourhoods</u>	<u>£m</u>
Carriageway Lining	0.220
Hard Landscaping	0.220
Carriageway Patching	0.900
Other Revenue Activities	0.500
TOTAL	-1.840
<u>Cycling Improvements</u>	<u>£m</u>
8% Allocation	0.160
TOTAL	-0.160
TOTAL SPEND	-5.000

Proposed Additional Capital Programme - April 2015–March 2016

Carriageway Schemes

Carriageway Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Clerk Street	At St Partick Square & at Jct with Montague Street	15	Southside/Newington	561	19.5	1.8	1.50	1.00	52.65
Silverknowes Road	At Silverknowes Road Roundabout	1	Almond	1,370	17.0	1.6	1.25	1.00	34.00
Queensferry Street	Hope Street to Randolph Cliff	11	City Centre	3,456	15.0	1.8	1.25	1.00	33.75
Chesser Avenue	Various Locations	15	Fountainbridge/C'hart	2,713	16.0	1.8	1.10	1.00	31.68
Willowbrae Road	Paisley Drive to No.233	14	Craigeninny/Dudd'n	3,333	16.0	1.8	1.10	1.00	31.68

Footway Schemes

Footway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Usage Multiplier	Prioritisation Score
West Tollcross	North Footway outside nursery	9	Fountainbridge/C'hart	257	17.50	1.6	28.00
Dumbiedykes Road	Various Locations	15	Southside/Newington	1,459	15.50	1.6	24.80
Lennox Street	Both Sides from No. 1 to No. 23	5	Inverleith	568	15.5	1.6	24.8

Transport and Environment Committee

1000 hrs, Tuesday, 17 March 2015

8% Budget Commitment to Cycling

Item number	7.3
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting on 9 February 2012, the Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. For 2015/16, 8% of the transport budgets should be allocated to cycling. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP) and to attract funding from external bodies such as Sustrans.

This report covers the Council's proposed expenditure on cycling in 2015/16.

Links

Coalition pledges	P43 , P45 and P50
Council outcomes	CO5 , CO7 , CO8 , CO9 , CO18 , CO19 and CO22
Single Outcome Agreement	SO1 , SO2 , SO3 and SO4

8% Budget Commitment to Cycling - Summary of Expenditure

Recommendations

- 1.1 It is recommended that the Committee approves the proposed Council expenditure on cycling for 2015/16.

Background

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

- 2.5 In addition, at its meeting of 13 February 2014, the Council further agreed to:
“Note the continuing allocation to cycling as a percentage of both the net capital expenditure and the net revenue expenditure of the Transport division of the Council, including revenue funding for core roads services, transport and neighbourhood roads, but excluding tram and certain specifically allocated capital funding, namely flood prevention and coastal protection, agrees this percentage should be increased to 7% for 2014/15 and confirms the actual allocations to cycling for financial years 2012/13 and 2013/14”.
- 2.6 This report covers the Council's proposed capital and revenue expenditure on cycling, in the 2015/16 financial year, to meet the 8% targets.

Main report

- 3.1 The Council's proposed expenditure on cycling for 2015/16 is summarised below:

Capital programme

- 3.2 The total Capital Investment Programme (CIP) for Traffic Engineering, Transport Planning and Roads for 2015/16 (excluding flood prevention, tram project and Neighbourhood Environmental Programme funding) has been estimated to be £19,050,000. To meet the 8% commitment it has been calculated that approximately £1,524,000 should be spent on cycling. It is proposed that this is achieved using a combination of expenditure on new cycling infrastructure and existing cycling related spend:
- a) Existing spend on cycling related maintenance (£460,000):
- Capital Road Renewals - existing renewals that benefit cyclists (eg renewal of surfacing in advanced stop areas, cycle lanes and bus lanes (100% of the first 1.5m width)) = £427,000;
 - Wester Coates Walkway replacement (50% of costs) = £25,000;
 - St Andrew Square Public Realm (10% of design costs) = £6,000; and
 - Waverley Bridge/Market Street cycle racks = £2,000.
- b) Cycle Capital programme for additional projects = £1,064,000;
- 3.3 In addition, there is a forecast rolling forward of £424,000 from 2014/15 to 2015/16, for the completion of projects spanning both financial years.
- 3.4 A capital cycle projects programme has been developed for the 2015/16 financial year which allocates the £1,064,000 of funding for new cycle projects plus the £424,000 carry forward, totalling £1,488,000. In addition, the programme includes £212,000 of reserve projects which can be brought forward in the event of programme slippage. The draft capital cycle programme is attached in Appendix 1.

- 3.5 The Council has continued to be successful in attracting Scottish Government funding via Sustrans, the sustainable transport charity. The Council's 2015/16 cycling budget includes £885,000 earmarked to match bids for Sustrans' Community Links funding programme. These bids consist of cycling/pedestrian infrastructure improvements and the 20mph speed limit project. The outcome of these bids is expected to be announced in April 2015. The Council's percentage budget commitment for cycling has provided a degree of certainty which has helped in the preparation of funding bids. Crucially it has also helped ensure that the Council has adequate funding to match the availability of cycling finance from Sustrans/the Scottish Government.
- 3.6 It should be noted that many of the cycling projects involve creating or improving off-road routes or providing new road crossings. Such projects generally also entail significant benefits for pedestrians.

Revenue programme

- 3.7 The net Revenue expenditure budget for Roads and Transport for 2015/16 (adjusted for external income and meeting the % calculation criteria) is £7,973,916. On this basis the 8% target revenue cycling budget has been calculated as £637,913. It is proposed that this will be achieved using a combination of existing cycling related spend and additional cycling expenditure:
- a) Existing spend on cycling related maintenance (£266,500):
- Revenue Roads Maintenance – existing maintenance work that benefits cyclists (eg 100% of street lighting, winter maintenance and gully cleaning costs on all cycle paths/lanes) = £130,000.
 - Maintenance of signalised Toucan (shared cyclist/pedestrian) crossings (50% of costs) = £30,000.
 - Maintenance of yellow/red lines for parking/loading restrictions (50% of cycle lanes and bus lanes) = £54,000.
 - Maintenance of Spylaw Tunnel (Water of Leith Walkway) - structural repairs and waterproofing (50% of costs) = £45,000.
 - Maintenance of Bell's Mill Footbridge (50% of costs) = £7,500.
- b) Allocation for additional cycling revenue projects (£371,413):
- Neighbourhood/Natural Heritage Services project bank (small scale cycling improvement schemes) = £100,000.
 - Relining of cycle lanes and advanced stop lines = £81,000.
 - Smarter Choices, Smarter Places promotional campaign = £90,000.
 - Project studies and monitoring = £100,413.
- 3.8 The draft revenue cycle projects programme for the 2015/16 financial year is attached in Appendix 2.

Monitoring of spend

- 3.9 It should be noted that the expenditure of the 5% (+1% per annum) commitment, is subject to a report being presented to the Committee every September. That report details how the budget was spent and provides an update on progress towards achieving the Charter of Brussels and ATAP targets. A report on cycling-related spend for the 2014/15 financial year is scheduled to be presented to the August 2015 Committee.

Management of cycle spending

- 3.10 A separate report on 'Active Travel Governance and Funding' is being presented to the 17 March 2015 Transport and Environment Committee. This includes consideration of options for the future management of cycle spending.

Measures of success

- 4.1 A report on actual expenditure in 2014/15 against the 7% targets will be presented to the August 2015 Committee. Expenditure in 2015/16 will be reported to Committee in August 2016.
- 4.2 Regarding increases in cycle use, the ATAP includes a number of targets and these will be monitored over the duration of the plan (2010-2020). The latest figures are contained within the 'Active Travel Action Plan – Two Year Review', which was reported to the 27 August 2013 meeting of the Committee. It is planned that a further report on progress will be presented to the Committee in November 2015.

Financial impact

- 5.1 The Council's Capital Investment Programme (CIP) for Traffic Engineering, Transport Planning and Roads for 2015/16 is £19,050,000. The 8% calculation on this figure equals £1,524,000. Existing spend on cycling related capital enhancement is estimated to be £427,000, leaving a target for new cycling investment of £1,064,000. The Transport, Policy and Planning capital programme has allocated £400,000 towards this target with the remaining £664,000 coming from the Roads capital budget.
- 5.2 The Council's approved net revenue budget for Roads and Transport in 2015/16 is £7,973,916. The 8% calculation on this figure equals £637,913. Existing spend on cycling related revenue maintenance is estimated to be £266,500 and the remaining £371,413 of new cycling investment has been allocated from the Roads and Transport budgets.

- 5.3 The report outlines total capital expenditure plans of £1,524,000 on investment in cycling infrastructure. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £1,524,000 and interest of £1,025,000, resulting in a total cost of £2,549,000 based on a loans fund interest rate of 5%. The annual loan charges would be £127,000. The loan charges outlined above, are provided for within the current long term financial plan.
- 5.4 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third party contributions, capital receipts and borrowing. The borrowing required, is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis, rather than for individual capital projects. The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

Risk, policy, compliance and governance impact

- 6.1 If the Council is unable to spend the 8% allocation for cycling it could result in unnecessary borrowing and reputational damage. This risk will be mitigated through monthly programme monitoring and will be monitored in the Transport division's risk register.
- 6.2 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.3 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the ATAP. An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP, which concluded that a full EqIA was not required.
- 7.2 An Equalities and Rights Impact Assessment (ERIA) was performed on the Council's capital and revenue expenditure on cycling in the 2015/16 financial year.

Sustainability impact

- 8.1 Successful implementation of the ATAP would produce positive environmental benefits. The 8% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.
- 8.2 A Strategic Environmental Assessment (SEA) pre-screening was carried out for the Active Travel Action Plan. It concluded, that there are unlikely to be significant adverse environmental impacts arising from its implementation and that an SEA was therefore not required.

Consultation and engagement

- 9.1 Consultation on the 2015/16 cycle capital and revenue programmes has been undertaken with members of the Active Travel Forum including Spokes and Pedal on Parliament.

Background reading/external references

Minutes of 9 February 2012 Council meeting

Active Travel Action Plan (September 2010)

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

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
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	<ol style="list-style-type: none">1. Proposed 2015/16 cycle capital programme2. Proposed 2015/16 cycle revenue programme

Appendix 1 - Proposed 2015/16 cycle capital budget (draft)

Location	Scheme	Cost	CEC	CWSS	Sustrans*	SEStran*	Remarks
Existing planned maintenance:							
Various locations	Cycle lane, advanced stop area and bus lane areas of Capital Road Renewals	£ 427,000	£ 427,000	-	-	-	
Construction:							
Meadows - Innocent	Widened footways, Toucan xings, etc	£ 412,806	£ -	£ 169,339	£ 243,467	£ -	Completion of 2014/15 work
Marchmont Road - Kings Buildings	Cycle lanes, parking restrict, adv cycle signals	£ 350,000	£ 175,000	£ -	£ 175,000	£ -	
A8 Gyle - Newbridge	Crossing improvements, resurfacing & signage	£ 300,000	£ 150,000	£ -	£ 150,000	£ -	
Loanhead - Gilmerton (Lasswade Rd)	Shared footway, crossings, lighting, signage	£ 218,000	£ 218,000	£ -	£ -	£ -	Completion of 2014/15 work
City centre	On-street cycle parking	£ 130,000	£ 65,000	£ -	£ 65,000	£ -	
A90 (Barnbogle Gate - Burnshot Gate)	Sections 2/3	£ 129,833	£ -	£ 129,833	£ -	£ -	Completion of 2014/15 work
Leith - Portobello (Leith Links - Duke Street)	Path widening/surfacing	£ 125,000	£ 125,000	£ -	£ -	£ -	
Boroughloch path / crossing	Widen / resurface path, convert signalised crossing	£ 100,000	£ 50,000	£ -	£ 50,000	£ -	
Braid Hills Drive	Segregated cycleway	£ 80,000	£ 40,000	£ -	£ 40,000	£ -	
Innocent path (Tunnel - Duddingston Rd W)	Lighting	£ 60,000	£ 30,000	£ -	£ 30,000	£ -	
Various locations - tram route	Assorted improvements	£ 50,000	£ 50,000	£ -	£ -	£ -	
Haymarket station	Cycle parking	£ 50,000	£ 50,000	£ -	£ -	£ -	
City-wide	One-way street exemptions (10No.)	£ 50,000	£ 50,000	£ -	£ -	£ -	
City-wide	'Family Network' signage including NEPN	£ 40,000	£ -	£ 40,000	£ -	£ -	
Meadows / Bruntsfield Links	Minor works	£ 30,000	£ -	£ 30,000	£ -	£ -	
Council premises	Cycle parking, lockers, showers, etc	£ 30,000	£ 15,000	£ -	£ -	£ 15,000	
City-wide	On-street cycle parking (requests)	£ 25,000	£ 25,000	£ -	£ -	£ -	
Telford Path - Western General	Ph1 - Telford Dr ramp	£ 20,000	£ 20,000	£ -	£ -	£ -	Completion of 2014/15 work
City-wide	'Family Network' signage including NEPN	£ 10,000	£ 5,000	£ -	£ 5,000	£ -	
George IV Bridge - King's Buildings	Ratcliffe Terrace parking / loading amendments	£ 10,000	£ 10,000	£ -	£ -	£ -	
NCN1 - Golf course path	Widen, resurface and edge lights (retention)	£ 5,000	£ 5,000	£ -	£ -	£ -	Completion of 2014/15 work
Design only:							
Roseburn Path - Union Canal	Detailed design	£ 130,000	£ 65,000	£ -	£ 65,000	£ -	
Roseburn Path - Leith Walk via George Street	Preliminary design	£ 64,578	£ 64,578	£ -	£ -	£ -	
Street Design Guidance		£ 60,000	£ -	£ -	£ 60,000	£ -	
Roseburn Path - Union Canal	Preliminary design	£ 57,605	£ 57,605	£ -	£ -	£ -	
Meadows - Union Canal	Segregated cycleway, quiet streets, crossing, etc	£ 50,000	£ 50,000	£ -	£ -	£ -	
Roseburn Path - Leith Walk via George Street	Detailed design	£ 50,000	£ 25,000	£ -	£ 25,000	£ -	
River Almond walkway @ Salveston Steps	Flood resistant path	£ 50,000	£ 25,000	£ -	£ 25,000	£ -	
Cycle project route promotion	Smarter Choice, Smarter Places	£ 40,000	£ 40,000	£ -	£ -	£ -	
NEPN	Accesses / drainage / lighting / surfacing	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
Telford Path - Western General	Ph2 Telford Road	£ 20,000	£ 20,000	£ -	£ -	£ -	
Pollock Halls - QBIC	Crossing improvements, 1-way contra-flow, etc	£ 20,000	£ 20,000	£ -	£ -	£ -	
Fountainbridge/Dundee Street	Cycle lanes	£ 20,000	£ 20,000	£ -	£ -	£ -	
Crewe Road South / Orchard Brae	New d-island crossing, cycle lanes, rbt upgrade	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
Leith - Portobello (WoL to Links Place)	Cycle contra-flow, jcn redesign, cycle lane, etc	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
Various locations - tram route	Assorted improvements	£ 20,000	£ 20,000	£ -	£ -	£ -	
Cultins Road shared footway	Widen & resurface footway / crossing upgrade	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
St.Leonards - Canongate/Holyrood Drive	Redetermination, widening/resurfacing, DKs	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
FN Route 8 (Russell Rd - Gyle)	Minor works / Balgreen Crossing	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
FN Route 20 (Craigleith - Leith Walk)	Minor works	£ 20,000	£ 10,000	£ -	£ 10,000	£ -	
FN Route 9	Minor works	£ 15,000	£ 7,500	£ -	£ 7,500	£ -	
FN Route 61	Minor works	£ 15,000	£ 7,500	£ -	£ 7,500	£ -	
Devon Place	Shared use footpath, Toucan crossing, etc	£ 10,000	£ 5,000	£ -	£ 5,000	£ -	
FN Route 6	Minor works / Grange Rd crossing	£ 10,000	£ 5,000	£ -	£ 5,000	£ -	
West Granton Access - Silverknowes Prom.	New path linking National Grid, crossings, etc	£ 10,000	£ 5,000	£ -	£ 5,000	£ -	
Cultins Road path	Land purchase	£ 10,000	£ 10,000	£ -	£ -	£ -	
Lower Granton Road	Off-road path	£ 10,000	£ 5,000	£ -	£ 5,000	£ -	
Frogston Road footway	Proposed conversion to shared use	£ 5,000	£ 5,000	£ -	£ -	£ -	
Capitalised staffing costs		£ 89,649	£ 89,649	£ -	£ -	£ -	
		£ 3,549,471	£ 2,126,832	£ 369,172	£ 1,038,467	£ 15,000	

* - subject to funding bids being successful

Appendix 2 - Proposed 2015/16 cycle revenue budget (draft)

Scheme	Cost	Remarks
Existing cycle maintenance:		
Street lighting, winter maintenance and gully cleaning of cycle paths/lanes	£ 130,000	
Maintenance of signalised Toucan (cyclist and pedestrian) crossings	£ 30,000	
Maintenance of yellow/red lines for parking / loading restrictions in cycle / bus lanes	£ 54,000	
Maintenance of Spylaw Tunnel (Water of Leith Walkway)	£ 45,000	
Maintenance of Bell's Mill Footbridge	£ 7,500	
Total	£ 266,500	
Additional cycle projects:		
Neighbourhood/Natural Heritage Services 'project bank' (small scale cycling improvement schemes)	£ 100,000	Allocated internally via a bidding process
Relining of cycle lanes and advanced stop lines	£ 81,000	
Smarter Choices, Smarter Places promotional campaign	£ 90,000	
Project studies: - Review of cycle lane parking/loading restrictions - Review of main road corridors - Review of one-way streets to assess suitability for cycle contra-flows (completion)	£ 52,000	
Monitoring of cycle usage	£ 41,413	
Staffing (20% of Professional Officer (Cycling) post)	£ 7,000	As per Sept 2012 TIEComm decision
Total	£ 371,413	
Grand Total	£ 637,913	

Transport and Environment Committee

10.00am, Tuesday 17 March 2015

Bike Hire Scheme – referral report from the Petitions Committee

Item number	7.4 (a)
Report number	
Wards	All

Executive summary

The Petitions Committee on 22 January 2015 considered a report by the Director of Corporate Governance outlining the petition 'Bike Hire Scheme'.

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	See attached report

Terms of Referral

Bike Hire Scheme

Terms of referral

- 1.1 On 22 January 2015 the Petitions Committee considered a report outlining the petition 'Bike Hire Scheme'
- 1.2 The Petitions Committee agreed to refer the petition to the Transport and Environment Committee.

For Decision/Action

- 2.1 The Petitions Committee has referred the petition to the Transport and Environment for consideration.

Background reading / external references

Petitions Committee 22 January 2015

Carol Campbell

Head of Legal, Risk and Compliance

Contact: Stuart McLean, Committee Clerk

E-mail: stuart.mclean@edinburgh.gov.uk | Tel: 0131 529 4106

Links

Coalition pledges	See attached report
Council outcomes	See attached report
Single Outcome Agreement	See attached report
Appendices	See attached report

Petitions Committee

2.00pm, Thursday 22 January 2015

Petitions for Consideration: Overview Report

Item number 5.1

Report number

Wards

Links

Coalition pledges

Council outcomes [CO23 & CO26](#)

Single Outcome Agreement

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Clerk

E-mail: petitions@edinburgh.gov.uk | Tel: 0131 529 4106

Executive Summary

Petitions for Consideration: Overview Report

Summary

The Committee is asked to consider one valid petition at this meeting.

Valid petition

Bike Hire Scheme

A valid petition entitled 'Bike Hire Scheme' has been received. The petition was submitted by an individual. The petition received 739 signatures online.

Details of this petition are set out in appendix one.

Recommendations

The Committee is asked to consider the petition:

'Bike Hire Scheme' as set out in 5.1(a) of appendix one.

Measures of success

There are no immediate measures of success applicable to this report.

Financial impact

There is no financial impact arising from the consideration of these petitions.

Equalities impact

There is no equalities impact arising from the consideration of these petitions.

Environmental impact

There is no environmental impact arising from the consideration of these petitions.

Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

Background reading / external references

[Petitions Webpage](#)

[Council Webcasting](#)

Links

Coalition pledges

Council outcomes CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community
CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives

Single Outcome Agreement

Appendices Appendix one: Petitions for Consideration

Appendix 1 - Petitions for Consideration

Item Number	Date Received	Petition Title and Petition Statement	Wards affected	Total Number of Signatories
5.1(a)	1 August 2014	<p>Bike Hire Scheme</p> <p>Glasgow, Newcastle, Liverpool, Bath, Manchester, Belfast, Reading, Northampton, London, New York, Barcelona, Paris, Berlin and too many other cities to mention have a bike hire scheme.</p> <p>Why not Edinburgh?</p> <p>Introduce such a scheme as soon as practicable.</p>	Citywide	739 signatures



Transport and Environment Committee

1000 hrs, Tuesday, 17 March 2015

Public Bike Hire Scheme

Item number	7.4 (b)
Report number	
Executive/routine	
Wards	All

Executive summary

Previous research suggests that there would be substantial demand for a public bike hire scheme in Edinburgh and that the introduction of such a system could lead to a significant increase in cycling in the city.

A petition has been received by the Council calling for a public bike hire scheme to be introduced in Edinburgh. The Petition Committee has referred this proposal to the Transport and Environment Committee.

The Council has recently signed a new outdoor advertising contract with JCDecaux. The contract includes an option for the implementation and operation of a public bike hire scheme in Edinburgh. The Council has initiated discussions with JCDecaux to develop a proposal for a public bike hire scheme.

Links

Coalition pledges	P43 , P45 and P50
Council outcomes	CO5 , CO7 , CO8 , CO9 , CO18 , CO19 and CO22
Single Outcome Agreement	SO1 , SO2 , SO3 and SO4

Public Bike Hire Scheme

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the work with JCDecaux to develop a proposal for a public bike hire scheme for Edinburgh;
 - 1.1.2 requests a further report to be brought to the Committee as soon as possible, and no later than October 2015, detailing the JCDecaux proposal and recommending a decision;
 - 1.1.3 advises the Petitions Committee of the decision of the Transport and Environment Committee and notes that an update will be provided in the Petitions Committee Business Bulletin; and
 - 1.1.4 discharges the action to undertake and report on further investigative work, into a bike leasing scheme.

Background

- 2.1 At its meeting on 22 January 2015, the Petitions Committee referred the following petition entitled 'Bike hire scheme', to the Transport and Environment Committee:

"Glasgow, Newcastle, Liverpool, Bath, Manchester, Belfast, Reading, Northampton, London, New York, Barcelona, Paris, Berlin and too many other cities to mention have a bike hire scheme.

Why not Edinburgh?

Introduce such a scheme as soon as practicable."

- 2.2 The Petitions Committee agreed:
 - 1 To refer the petition to the Transport and Environment Committee on 17 March 2015.
 - 2 That the separate detailed options report being submitted to Transport and Environment Committee on 17 March 2015 include:
 - reference to the potential use of section 75 contributions to fund a potential Bike Hire Scheme;

- analysis of cities with similar topography and public transport infrastructure to Edinburgh who have their own Bike Hire Scheme.

This report covers the Council's current work on the development of a public bike hire scheme for Edinburgh.

Main report

Previous study

3.1 In 2008/09, the Council investigated the feasibility of introducing a public bike hire scheme in Edinburgh (see the Committee reports referenced at the end of this report). The study compared a number of cities with bike share schemes including those with hilly topography (eg Barcelona) and good public transport provision (eg Paris, Brussels, etc). It was found that:

- hilly topography can represent a challenge for bike hire schemes (particularly with the need to stock up bike stations at the top of hills from those at the bottom) but that with careful design this can be overcome; and
- bike share schemes can integrate with public transport, to increase people's mobility and access within the city.

Cost and revenue forecasts

3.2 Whilst it was found that such a scheme was likely to be popular, it was identified that there was a significant risk of the Council incurring ongoing revenue costs.

3.3 The work by the Council suggested that the following approximate costs for a public bike share scheme:

- Installation cost: £3,500 per bike (including the cost of the bike, the bike stations, maintenance workshops, control centre and any other costs).
- Operating cost: £1,200-2,000 per bike per annum.

3.4 It should be noted that these figures are broad estimates and the actual costs could vary significantly, depending on a number of factors, including the scale of the scheme and its specification.

3.5 Assuming an initial scheme of 1,000 bikes the above figures equate to an investment cost of £3.5m and an ongoing operating cost of £1.2-2m per annum. Alternatively if all the costs were amalgamated into an annual charge over a five year period this would equate to £1.9-2.7m per annum.

- 3.6 Revenue income from charging for a scheme is difficult to predict, as this is dependent on the charging structure and the impact this has on demand. Typically, the first half an hour of use is for free and this can account for 75-95% of hires. Therefore rental income from the bikes could be very small but this would be supplemented with income from membership fees (£2 per day/£90 per year in London). Evidence from other schemes suggests that the income from rentals/membership, does not generally cover the cost of implementing and operating them.
- 3.7 It is therefore expected that a bike hire scheme would need to be supported by income from sponsorship/branding of the bikes and, potentially, from additional on-street advertising. This is something that the operator of a scheme would be expected to take the responsibility and risk for.

Outdoor advertising contract

- 3.8 Many public bike hire schemes have been delivered through 'outdoor advertising contracts', whereby advertising revenues have been used to subsidise any shortfall in income. However, this option was not available to the Council through the contract that was in place at the time.
- 3.9 The Council signed a new outdoor advertising contract with JCDecaux in November 2014. This includes an option, for the Council to invite a proposal from them, for a public bike hire scheme. Any proposal from JCDecaux will be tested to assess whether it represents best value for the Council.
- 3.10 The Council has started discussions with JCDecaux regarding a proposed scheme of approximately 500-1,000 bikes with, options to expand at a later date. It is envisaged that the scheme would initially serve the city centre and the area to the south of the city centre. It would also be integrated with existing public transport, including key tram stops and rail stations. Abellio, the new ScotRail franchisee, are also proposing to operate a bike hire scheme and the potential for integration with JCDecaux's proposal will be explored.
- 3.11 If JCDecaux are commissioned to run the scheme then there would be the potential for supplementary income from additional on-street advertising boards at bike hire stations. However, these boards would be subject to approval through the Council's planning process.

Section 75 contributions

- 3.12 Section 75 contributions for transport projects can be required from developers where it has been established that a given development will have a detrimental impact on the public road network. Through the planning process, an agreement is reached with the developer on the scale of the contribution and the purposes for which it will be used to mitigate the impact of the development.
- 3.13 There is potential for Section 75 contributions from developments to be used towards augmenting the bike hire scheme in a similar approach that is used for the city car club.

Bike leasing

- 3.14 The Council has also previously investigated the feasibility of introducing a bike leasing scheme to Edinburgh. This is different to a public bike hire scheme, in that the bikes would be leased over a longer time period and would not be made available on-street.
- 3.15 A study was undertaken for the Council, that assessed the feasibility of introducing a bike leasing scheme to Edinburgh. It concluded that it was unlikely to be financially self-sufficient and that there was a low level of interest from businesses and organisations in the city. Since then there has been a watching brief monitoring the market and potential opportunities.
- 3.16 As a public bike hire scheme is expected to have a much greater impact than bike leasing, it is proposed that the Council focuses its resources on delivering the former.

Measures of success

- 4.1 The Council undertakes monitoring of cycle use in the city as part of the Active Travel Action Plan and reports on this every two years to Committee. In addition, specific monitoring of a public bike hire scheme would be undertaken to assess its effectiveness at increasing cycle use and customer satisfaction.

Financial impact

- 5.1 Previous work by the Council in to public bike hire schemes found membership fees and user charges are not usually sufficient, to cover the ongoing operating costs that they incur. Whilst sponsorship/advertising can help to meet this shortfall there remains a significant revenue risk and many schemes have required some form of subsidy to continue operating. However, the public bike hire market is now starting to mature, with some operators only requiring an initial start-up period.
- 5.2 The intention is to seek a proposal where there is no net cost to the Council or where costs are kept to a minimum.

Risk, policy, compliance and governance impact

- 6.1 There is risk associated with the procurement and delivery of a large scale public bike hire system on the city's streets. This risk will be mitigated through the contract and project management arrangements that have been put in place for the Outdoor Advertising Contract (eg Review Board, Programme Board and Project Meetings) and will be monitored in the Transport division's risk register.

- 6.2 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies, including the Local Transport Strategy.
- 6.3 Health and safety will be an important consideration in the development of a bike hire scheme both for staff and users. This will be incorporated into the contract that is developed, to ensure that the Council complies with its health and safety duties.
- 6.4 There are no significant compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 The main positive impacts on rights of a public bike hire scheme are 'Life', 'Health', 'Physical Security', 'Standard of Living', 'Individual, Family and Social Life' and 'Participation, Influence and Voice'. For all of these categories it was identified that there was the potential for negative impacts regarding poverty and health inequality due to:
- many public bike hire schemes only providing access via a debit/credit card; and
 - a potential tendency for bike hire operators to avoid areas of deprivation.
- It is proposed that these issues are addressed in the development of the scheme proposal.
- 7.2 One potentially negative impact on equality is regarding access to the public bike hire system for people with disabilities. It is proposed that consideration is given to providing financial support, for the rental of adapted bikes to those that need them.

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 a positive impact on reducing carbon emissions, increase 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 Surveys were undertaken in November 2008 to assess the support and likely demand for a public bike hire scheme. These found that around 30% of people asked would either be very likely or quite likely to use a scheme. Key stakeholders were also canvassed for their opinions and were broadly supportive.

Background reading/external references

[Report to 19 February 2008 Transport, Infrastructure & Environment Committee](#)

[Report to 6 May 2008 Transport, Infrastructure & Environment Committee](#)

[Report to 29 July 2008 Transport, Infrastructure & Environment Committee](#)

[Report to 25 November 2008 Transport, Infrastructure & Environment Committee](#)

[Report to 5 May 2009 Transport, Infrastructure & Environment Committee](#)

Minutes of 22 January 2015 Petitions Committee [not yet available]

[Climate Change Framework](#)

[Transport 2030 Vision](#)

[Sustainable Edinburgh 2020](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
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	<p>1. Public bike hire scheme - Tender specification (draft)</p>

Version 0.7: TENDER SPECIFICATION FOR THE SUPPLY OF A BICYCLE HIRE SCHEME

February 2014

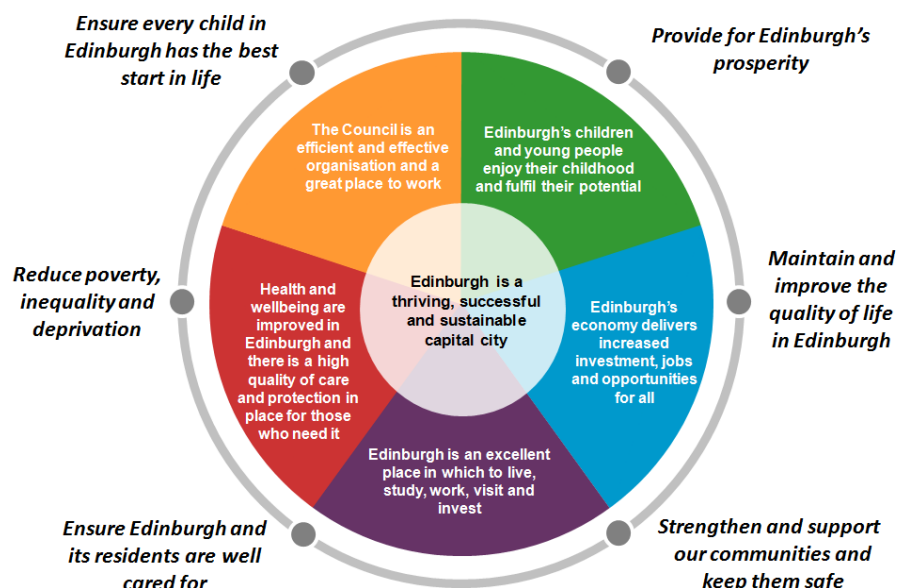
INTRODUCTION

The provision of a bicycle hire scheme for the city is regarded as a priority by the City of Edinburgh Council as it contributes to a number of high level objectives regarding health and wellbeing, protecting the environment, and enhancing Edinburgh's status as a world-class city in which to live, work and visit.

The delivery of such a scheme forms one element of a broader vision to facilitate the safe and convenient movement of people around the city by sustainable means i.e. by walking, cycling and public transport.

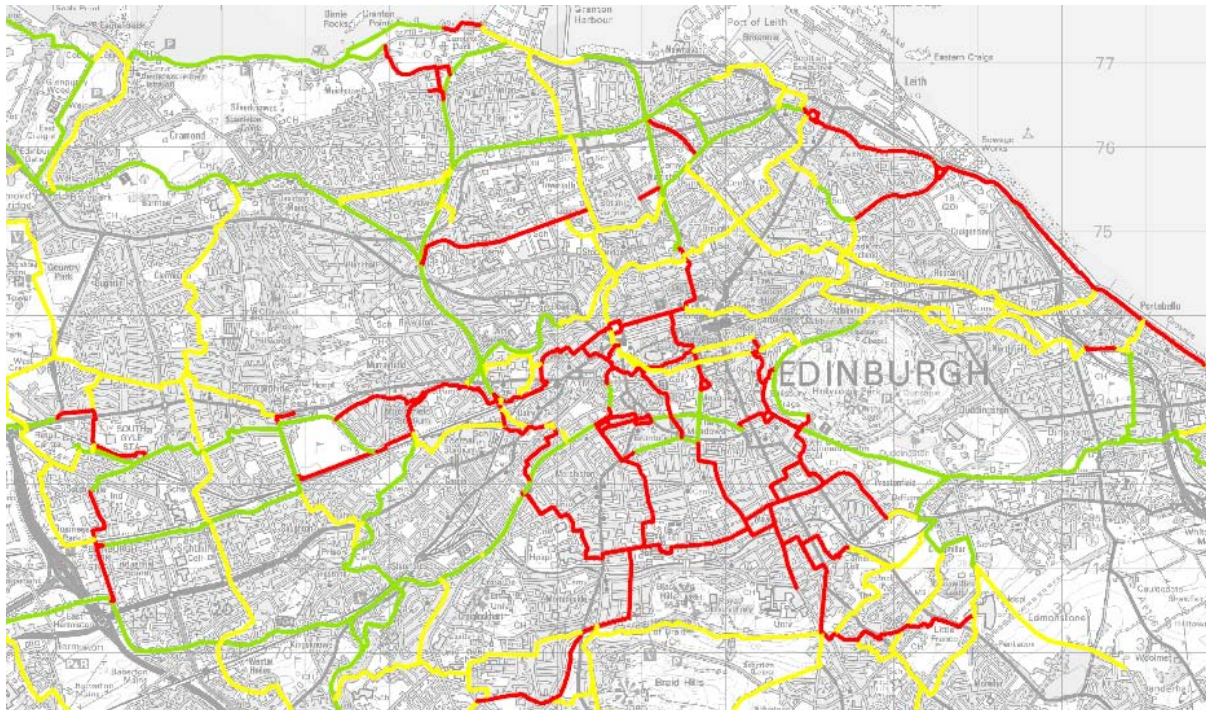
As well as contributing to an efficient and integrated transport network, the provision of a new bicycle hire scheme is also seen as an opportunity to derive a range of direct and indirect economic benefits.

The diagram below shows the City of Edinburgh Council Outcomes Wheel. A successful bicycle hire scheme should contribute to all of these.



The number of people cycling to work in Edinburgh has been steadily increasing over the past 20 years and now accounts for around 5% of this type of journey. The Council is determined to build on this, and in 2010, launched its' [Active Travel Action Plan](#) (ATAP), committing the Council to a wide range of actions to promote cycling and walking within the city. Targets include achieving 10% of all trips, and 15% of trips to work, by bike by 2020.

A key part of the ATAP is the delivery of improved cycling infrastructure including a ‘family friendly’ network of cycle routes (see plan below). Significant parts of this network have already been delivered or are in the process of being implemented, particularly links east and west of the Meadows to the Innocent and Canal towpath cycleways.



Proposed network of ‘family friendly’ cycle routes (Green = existing, Red = short term (by 2014) and Yellow = long term (by 2020))

Continuing political support has been accompanied by increased funding and 7% of the total transport budget has been dedicated to cycling in 2014/15. This has attracted significant levels of match-funding for capital investment in cycling infrastructure, further enabling the delivery of a city-wide network of cycle facilities. At present the City offers over 200km of cycle lanes / paths.

BACKGROUND

At present there is no public bicycle hire scheme in Edinburgh. In recent years the Council has commissioned market research and feasibility studies to explore the possibility of developing such a scheme. It has been necessary to consider a bicycle hire scheme in the context of Edinburgh’s unique topography, demography and character, while monitoring the success (or otherwise) of schemes elsewhere.

Day-rate bike hire is available from a small number of bike shops and the new Scotrail franchisee (Abellio) is expected to implement their ‘Bike and Go’ scheme at Waverley, and possibly Haymarket, stations.

Edinburgh's universities have also been investigating the provision of bicycles on their campuses and are currently working with sustainable transport charity Sustrans to deliver a pool of electric bikes.

This output specification outlines the Council's aspirations for the implementation of a bicycle hire scheme within the city.

Travel and Transport to and around Edinburgh

The Council is working with partners to deliver an efficient, sustainable, fully-integrated transport network in the city.

Local bus services are dominated by Lothian Buses, a publicly owned company in which the City of Edinburgh Council is the major shareholder. Lothian Buses operates a fleet of over 600 buses, and carried over 115 million passengers in 2013. The Council operates a real time passenger information system, www.mybustracker.co.uk, which provides information about Lothian Buses services across a network of 400 on-street displays, a web and mobile site and via smart phone applications. Requests for online information have grown considerably and now consistently exceed 500,000 each weekday.

Services for passengers on [Edinburgh Trams](#) commenced in May 2014. There are 16 tram stops along the 14km (8.5 miles) route (see [route map](#)) providing passengers with fast, frequent and efficient connections between some of the city's most populated residential and commercial areas. There are a number of multi-modal interchanges along the route, and stops are provided with real time passenger information, and on-street ticketing. Once the passenger service has bedded in, it is intended to run a pilot scheme to test the carriage of bicycles on the Tram during off-peak hours. Most of the off-road stops, as well as the Haymarket Station stop, are provided with cycle parking facilities.

The Council has integrated its bus and tram operations in the City. Lothian Buses and Edinburgh Trams are now operated under the umbrella of [Transport for Edinburgh](#).

Inter-city and regional bus services serving the city use [Edinburgh Bus Station](#) as their principal point of arrival and departure in the City. The bus station is located in the heart of the City Centre and is used by approximately 5 million people each year. There is bicycle parking adjacent to the Bus Station.

Waverley and Haymarket stations are Edinburgh's key rail gateways for regional and local travel, and in 2012/13, the two stations served 20.9 million passengers. Both stations have been redeveloped to accommodate a significant increase in rail patronage; they also have enhanced cycle parking facilities. Waverley is located within the City Centre while Haymarket is approximately 2km to the west. There are also nine local stations: Brunstane, Curriehill, Dalmeny, Edinburgh Park, Kingsknowe, Newcraighall, Slateford, South Gyle, Wester Hailes. In 2012/13 these local stations served 2.3 million passengers.

The Council is currently delivering 20mph speed limits in the city centre, main shopping areas, streets with high numbers of pedestrians and cyclists, and predominantly residential areas; with a coherent strategic network of 30mph streets being retained. This new speed limit network is due to be delivered by early 2016, and is intended to provide more attractive conditions for walking and cycling, as well as yield road safety benefits, and thus will complement the bicycle hire scheme.

RELEVANT POLICIES AND GUIDANCE

Transport

Encouraging people to walk and cycle more is at the heart of the Council's new [Local Transport Strategy 2014-2019 \(LTS\)](#) , which was finalised in early 2014. Key initiatives of the proposed LTS include:

- moving forward with improvements to the City Centre;
- a major extension of 20mph speed limit areas;
- developing proposals to extend parking controls on Sundays;
- piloting an approach to close streets in the immediate neighbourhood around schools for short periods at school start and finish times;
- consulting on options to reduce air pollution from traffic; and
- developing a new travel planning service to work with Edinburgh's employers

A bicycle hire scheme would be concordant with all of these key policies.

The Council also has in place an approved [Active Travel Action Plan \(ATAP\)](#) (2010-2020) which was prepared in collaboration with partners such as Sustrans, the University Edinburgh and NHS Lothian. The ATAP contains various actions to cycling and walking, though does not commit to a bicycle hire scheme per se, though states an aspiration to see the creation of one or more 'Bike Hubs'. Bike Hubs are fully supervised facilities, offering a range of services for cyclists including secure covered parking, cycle hire, information, retail and repair.

The ATAP was reviewed in 2013, and will be reviewed every two years.

In summer of 2014, the Council began consulting on its draft [Street Design Guidance](#) document, which centres on the importance of people-centred placemaking.

The Council also developed a [Transport 2030 Vision](#) in 2010, containing its vision for a sustainable, inclusive transport network over a 20 year horizon.

Planning

The Council's planning policies for the urban area of the City are set out in the adopted [Edinburgh City Local Plan](#) (2010). This Plan will be replaced later in 2014 by a Local Development Plan. The Council has prepared a second [Proposed Edinburgh Local Development Plan](#) which for the most part presents the Council's settled view on how the City as a whole should develop over the next 5 years. Both Plans recognise the importance of supporting the city's business community and the significant contribution that tourism makes to the local economy. They also address design principles to guide new development and the conservation of the city's built and natural environments. The Council has also prepared guidance on [Advertisements Sponsorship & City Dressing](#) which describes in general terms considerations relating to hoardings and roadside advertisements, street furniture and flags and banners.

The Council has in place an approved Public Realm Strategy (2009) and in 2011 commissioned Jan Gehl Architects to advise on the quality of the pedestrian environment on Princes St, George St, Rose St and streets and spaces connecting them. The Strategy and Jan Gehl's report can be viewed on a series of pages on the Council's website entitled [Edinburgh's Public Spaces](#).

Edinburgh: World Heritage Site

The historic core of Edinburgh – the Old and New Towns - was designated by UNESCO as a World Heritage Site (WHS) IN 1995, in recognition of its international cultural significance. The boundaries of the WHS cover all or part of seven conservation areas. The outstanding universal value of the WHS is a material consideration when decisions are taken on applications for planning permission and other relevant applications, whether by the Council or Scottish Ministers. Development proposals affecting the WHS, including its setting, will come under close scrutiny to ensure that immediate and long-term impacts are fully evaluated and compatible with WHS status.

A [WHS Management Plan \(2011-16\)](#) and [WHS Action Plan \(2012-13\)](#) have been prepared to preserve and enhance the Site. It identifies key features, including its unique landscape, the contrasting architectural characters of the medieval Old Town and Georgian New Town, and the history and heritage of Scotland's ancient capital. It also describes challenges and opportunities within the Site e.g. the risk of inappropriate development and the need to promote the use of traditional materials. It also seeks to facilitate change to ensure that Edinburgh is a thriving, dynamic, economically successful city.

PROJECT OBJECTIVES

It is anticipated that a successful bicycle hire scheme would contribute to all of the Council Outcomes listed in the introduction. Specifically, the following key objectives have been identified:

Cycling - increase the number of bicycle trips in the city by:

- increasing the opportunities for cycling through ample provision of conveniently located and affordable bicycles for short term hire,
- making cycling attractive to people who do not have ready access to, or storage for, a bike;
- promoting cycling as a safe, quick, and convenient means to move around the city;
- providing appropriate on-street and online information to increase the awareness of cycle friendly routes;
- developing a network of stations that are secure, accessible, and with hire bicycles that are easily operable.

Quality of life – enhance Edinburgh's reputation as a world-class city to live, work and visit, by:

- encouraging a low cost, healthy and sustainable means of moving around;
- creating a more people-centred city;
- helping to relieve pressure on stairwells where bike storage is a problem (particularly Marchmont);
- facilitating a reduction of pressure on the transport network / road space by encouraging a shift to a more space-efficient means of travel; and
- facilitating a local improvement in air quality and CO₂ emissions by offering an attractive means of zero emission transport.

Economic benefits - provide economic benefits by:

- supporting businesses, cultural hubs and centres of education by increasing access; and
- increasing awareness of how to access different parts of the city e.g. speciality shopping areas, the business districts, conference centres, etc.
- providing revenue income to the Council

Visitor experience - improve the visitor experience by:

- providing a quick, convenient and low-cost way to move around e.g. between the city centre, tourist destinations, cultural quarter, and parks and waterways; and
- enhancing the integration Edinburgh's transport network through the development of bicycle / public transport interchanges.

Stakeholder engagement - provide benefits by:

- engaging and involving stakeholders in the development and design of the bicycle hire system to ensure that it has broad support and meets identified needs.

OUTPUTS

The Council requires the provision and operation of a bicycle hire scheme for the city to be delivered without a significant level of ongoing financial support. This should be delivered in phases starting with between 500-1000 bikes over approximately 30-60 hire stations. This is required to be delivered within a 12-18 month period from the bicycle hire scheme contract award. Provision should be made for the implementation of further phases should the earlier phases prove successful.

It is anticipated that there should be a minimum annual average of 4 hires per day per bike and an average bike utilisation of at least 5% of the day once the scheme has been established. This is based on data from similar schemes but would be subject to negotiation.

The bicycles would need to be appropriate for Edinburgh's topography which, in the City Centre and some other locations, can be very hilly. Given their higher purchase / installation / running costs, electric bicycles should not be included as part of the main proposal but an option for them could be priced if the operator considers that there is a case for their use.

Priority areas for implementation:

- South of City Centre – a high density of residents, students, campuses and cycle paths combined with less hills / busy roads and good access to the city centre make this the city's most popular area for cycling and has strong potential to support a bicycle hire scheme.
- City Centre (including and south of George Street) – the high visibility a scheme would receive in this area, combined with access to a large potential market, make this an obvious location to have bike hire stations. However, this is tempered by high levels of traffic on some roads, steep hills, setted / one way streets and tram rails along the tram route which could put off more casual users.

Other important locations that should also be considered for the first phase of a scheme are:

- university campuses and halls
- public transport interchanges including Waverley, Haymarket and Edinburgh Park rail stations and tram stops. Discussions should be held with Abellio to explore the potential for integrating the bike hire system with their own proposed scheme for Waverley and Haymarket.

Once established, there should be a mechanism for progressing the potential expansion of the scheme in to the areas adjacent to the priority areas, taking in to account local conditions.

Whilst there will be some demand from tourists for such a scheme, this is likely to be constrained by the issues highlighted above for the city centre. The Council therefore anticipates that the scheme will primarily be aimed at people making commuter and utility trips with students being another important target market.

The operator must take in to account the Council's Public Sector Equality Duty in the development and implementation of a scheme. This should include evidencing a consideration of how the scheme affects people's human rights and the nine protected characteristics (enforcing equality laws on age, disability, gender, gender reassignment, race, religion or belief and sexual orientation), particularly through the location of and access to the system.

Suitable service standards should be developed against which the scheme's ongoing performance can be assessed. This should include a mechanism to remedy performance issues when these occur.

A project plan/programme should detail the delivery of subsequent potential phases of the scheme.

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Decriminalised Traffic and Parking Enforcement in Edinburgh

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All

Executive summary

This report responds to a motion, submitted by Councillor Nigel Bagshaw, regarding the problems caused by incorrect parking on yellow and red line restrictions. It also outlines the Council's responsibilities in relation to Decriminalised Parking Enforcement (DPE) and the measures that can be taken to tackle parking which contravenes the restrictions.

Links

Coalition pledges

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

Single Outcome Agreement [SO4](#)

Decriminalised Traffic and Parking Enforcement in Edinburgh

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the content of this report;
 - 1.1.2 notes that specific measures to tackle illegal parking will be included in the draft Parking Action Plan (PAP) to be considered by the Transport and Environment Committee on 25 August 2015; and
 - 1.1.3 discharges Councillor Bagshaw's motion.

Background

- 2.1 At its meeting of 24 October 2014, the Transport and Environment Committee approved the following motion relating to 'Illegal Parking', submitted by Councillor Nigel Bagshaw:
 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 the 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.

Committee requested that a report, addressing the concerns raised in Councillor Bagshaw's motion, should be submitted within two committee cycles.

- 2.2 The enforcement of parking restrictions within Edinburgh is an important component of the Council's Transport policy. DPE allows for the limited kerb side space within the city to be managed in such a way as to ensure public safety, improve accessibility for all road users and secure the economic vitality of the city.
- 2.3 DPE has operated in Edinburgh since 1998. Since that time, the Council has been responsible for the enforcement of the majority of parking restrictions, including all yellow lines. It is not a Police responsibility.
- 2.4 DPE has always been carried out by an enforcement contractor using Parking Attendants (PAs). The Council recently renewed and awarded the contract for Decriminalised Traffic and Parking Enforcement in Edinburgh, to NSL Limited (NSL). The contract with NSL commenced on 1 October 2014 and has an initial lifespan of five years with the potential for a five year extension.
- 2.5 In 2007, the Council took responsibility, from the Police, for enforcement of Greenway restrictions and delivered the service through the enforcement contract.
- 2.6 In 2012, enforcement of Bus Lane restrictions was decriminalised in Edinburgh, allowing the Council to begin enforcement of the restrictions using cameras.
- 2.7 The Police maintain responsibility for the enforcement of contraventions relating to moving traffic, obstruction and parking on areas where there are white zig-zag markings. Examples of contraventions where the Police retain responsibility for enforcement are; obstruction to access/egress to/from a private driveway (where no restriction is in place) and parking on a footway (where no restriction is in place).
- 2.8 This report addresses the motion raised by Councillor Nigel Bagshaw, details the management of DPE in Edinburgh and explains the enforcement action that is taken to ensure that drivers comply with the parking regulations.

Main report

Types of Parking Restrictions within Edinburgh enforced through DPE

Yellow Lines

- 3.1 Parking restrictions are in place throughout the city. A map of the controlled zones and the prevailing hours of restriction can be found in Appendices 1 and 2.
- 3.2 In general terms, single yellow lines are enforceable 8.30am until 6.30pm Monday to Saturday, or 8.30am until 5.30pm Monday to Friday, depending on what part of the city they are in place.

- 3.3 Within the Controlled Parking Zones (CPZs) there is no need for a time plate at single yellow line restrictions, where there is no loading prohibition, as the times of restriction are reflected on the CPZ zone entry signs. If the times of restriction differ from the CPZ they will be reflected by associated time plates.
- 3.4 Where there are no kerb markings or time plates indicating a loading prohibition:
- Loading and unloading of a vehicle is permitted for periods of up to 30 minutes, on all yellow line restrictions, single and double, provided it is necessary for the vehicle to be waiting at the location. Vehicles can be granted longer periods to carry out loading and unloading activities by applying for a dispensation.
 - PAs will observe a private vehicle on all yellow lines, single and double, for a full five minutes, or a marked goods vehicle for a full ten minutes, to check for loading activity before issuing a Penalty Charge Notice (PCN).
 - Vehicles displaying a valid disabled persons' Blue Badge are exempt from the waiting restrictions and may park on all yellow lines, single and double, without time limit.
 - Vehicles displaying an Essential Users' Permit, used by health care workers, can park on all yellow lines, single or double, for up to two hours when carrying out domiciliary visits.
- 3.5 There are various exemptions to the waiting restrictions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.
- 3.6 Figure 1 details the length of yellow line restrictions, where there are no kerb markings or time plates indicating a loading prohibition, in the city.

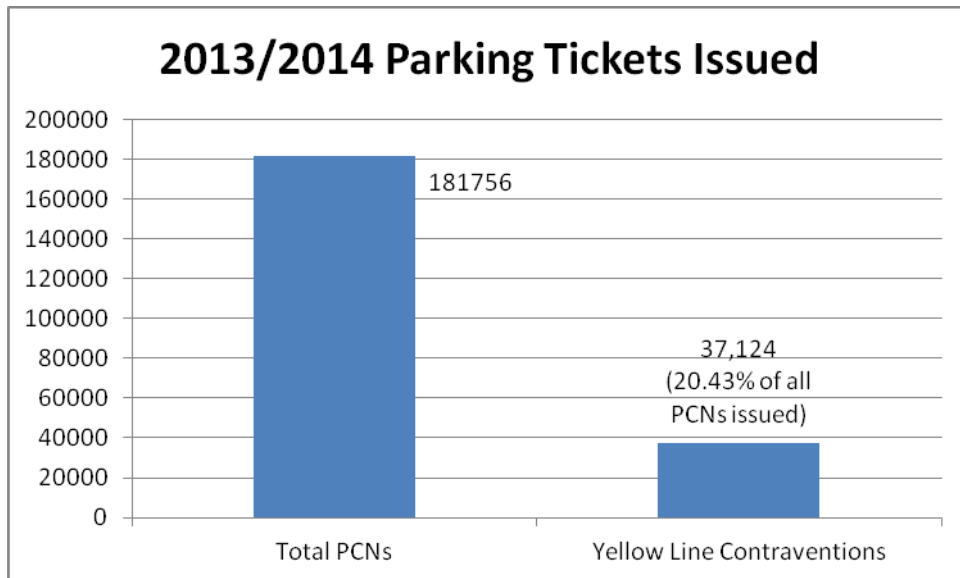
Fig. 1

Type of Yellow Line*	Length (m)
Double	162,588
Single	131,260
Total	293,842

* where there are no kerb markings or time plates indicating a loading prohibition

3.7 Figure 2 details the number of PCNs issued for offence code 01, 'Parked in a Restricted Street during Prescribed Hours', in 2013/14. Offence code 01 is associated with PCNs issued to vehicles which have contravened all yellow line restrictions, where there are no kerb markings or time plates indicating a loading prohibition.

Fig. 2



Yellow Lines with a Loading Prohibition

- 3.8 Both single yellow and double yellow restrictions may have additional loading prohibitions which are indicated by an associated marking on the kerb and a time plate.
- 3.9 A single kerb marking indicates no loading/waiting during the hours of prohibition. These are generally found on main traffic routes or near to schools, prohibiting drivers from waiting at the roadside during hours of peak traffic flow.
- 3.10 Double kerb markings indicate that loading/waiting is prohibited at all times.
- 3.11 PAs will issue an instant PCN to any vehicle incorrectly parked at a yellow line during a loading prohibition. However, drivers are permitted to wait, for no longer than two minutes, to allow a passenger to board or alight from a vehicle.
- 3.12 There are various exemptions to waiting/loading prohibitions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.

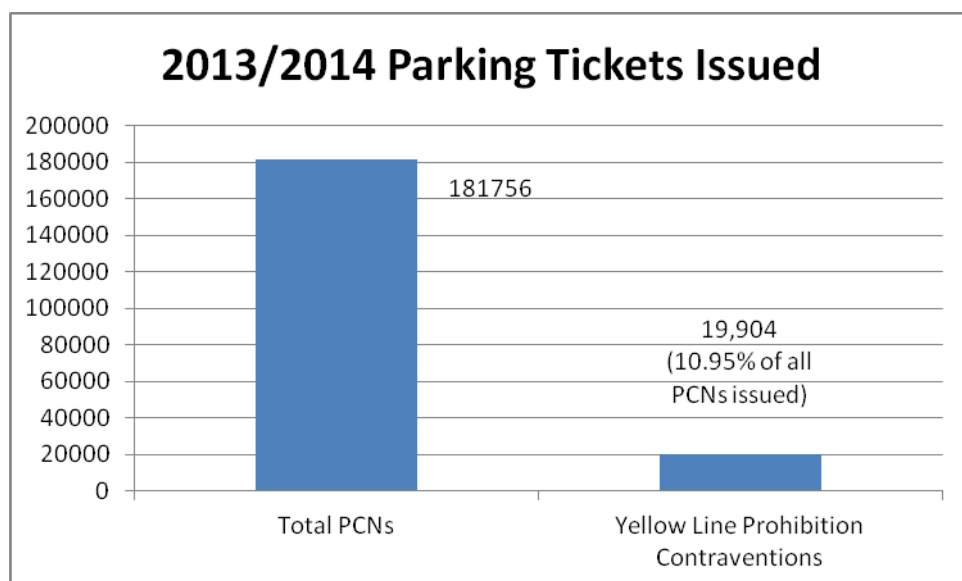
3.13 Figure 3 details the length of waiting/loading prohibitions in Edinburgh.

Fig. 3

Type of Yellow Line (Kerb Markings)	Length (m)
Double (One)	11,731
Double (Two)	108,098
DYL Loading Prohibition Total	119,829
Single (One)	69,186
SYL Loading Prohibition Total	69,186
Loading Prohibition Total	189,015

3.14 Figure 4 details the number of PCNs issued for offence code 02, 'Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force', in 2013/14. Offence code 02 is associated with PCNs issued to vehicles which have contravened yellow line loading prohibitions.

Fig. 4



Red Line Restrictions

3.15 Single red lines indicate that no stopping or loading is permitted during the restricted hours, 7.30am until 6.30pm Monday to Friday and 8.30am until 5.30pm on Saturday, displayed on the associated Greenway entry time plate.

3.16 Double red lines indicate that no stopping or loading is permitted at any time as indicated by the associated time plate.

3.17 PAs will issue an instant PCN to any vehicle incorrectly parked at a red line during the hours of restriction.

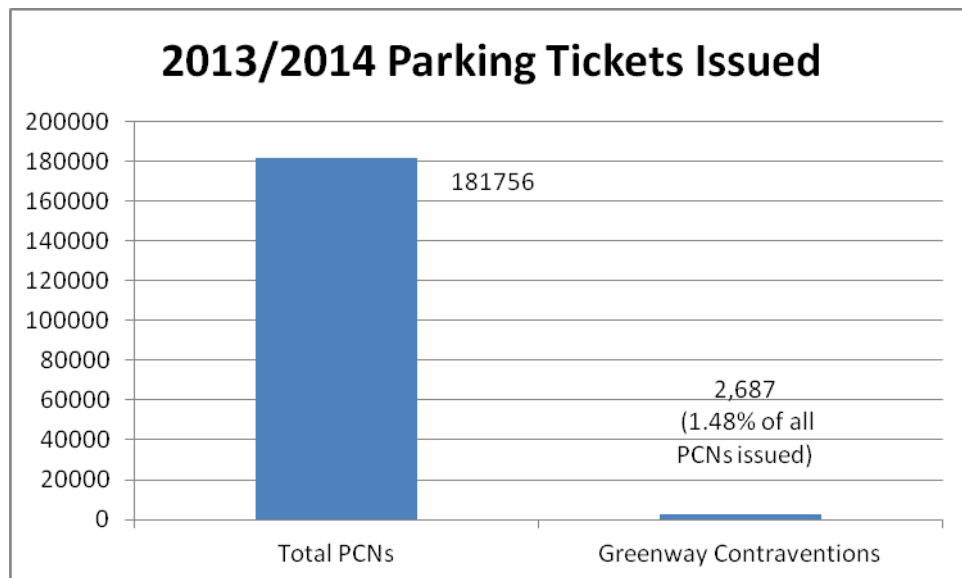
- 3.18 There are various exemptions to red line restrictions including vehicles being used by the emergency services, vehicles associated with road excavation and public utility works, security vehicles and postal service vehicles.
- 3.19 Figure 4 details the length of red line restrictions in Edinburgh.

Fig. 4

Type	Length (m)
Double Red Lines	25,669
Single Red Lines	7,224
Greenway Total	32,893

- 3.20 Figure 5 details the number of PCNs issued for a 46, ‘Stopped where Prohibited (on a Red Route or Clearway)’, offence in 2013/14. Offence code 46 is associated with PCNs issued to vehicles which have contravened Greenway prohibitions.

Fig. 5



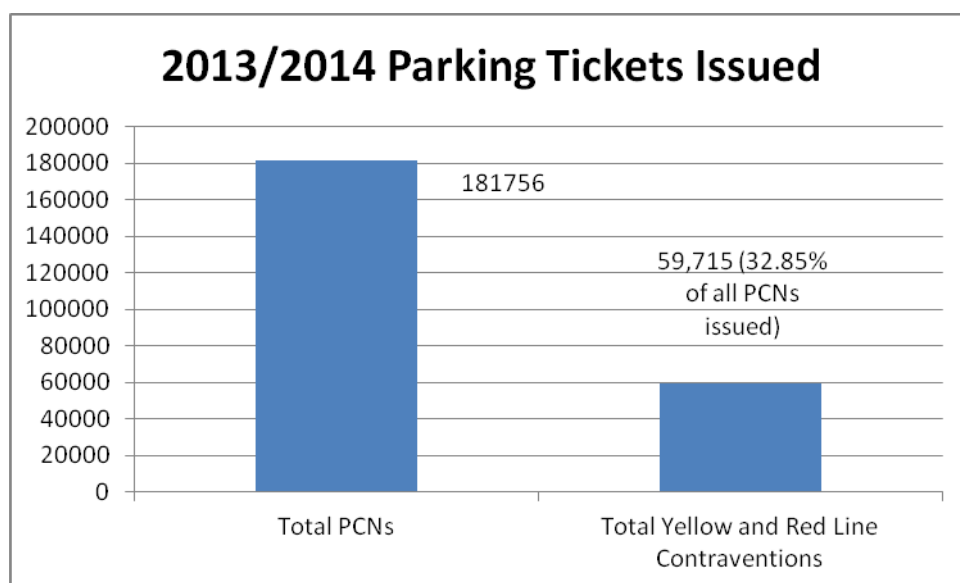
3.21 Figure 6 details that there are over 515km of yellow and red line restrictions in the city.

Fig. 6

Restriction	Length (m)
Single Yellow Line (No Loading Prohibition)	131,260
Double (No Loading Prohibition)	162,588
Total Yellow Lines (No Loading Prohibition)	293,848
Single Yellow Line (One Kerb Marking - Loading Prohibition at Specified Times)	69,186
Double Yellow Lines (One Kerb Marking - Loading Prohibition at Specified Times)	11,731
Double Yellow Lines (Two Kerb Markings - Loading Prohibition at all times)	108,098
Total Yellow Lines (With Loading Prohibition)	189,015
Greenway Double Red Lines	25,669
Greenway Single Red Lines	7,224
Total Red Lines	32,893
Total all Yellow and Red Line Restrictions	515,756

3.22 Figure 7 details the total number of PCNs issued in 2013/14. A third (33%) of all parking tickets were issued for contraventions related to yellow and red line restrictions, of those approximately 95% were issued on yellow line restrictions.

Fig. 7

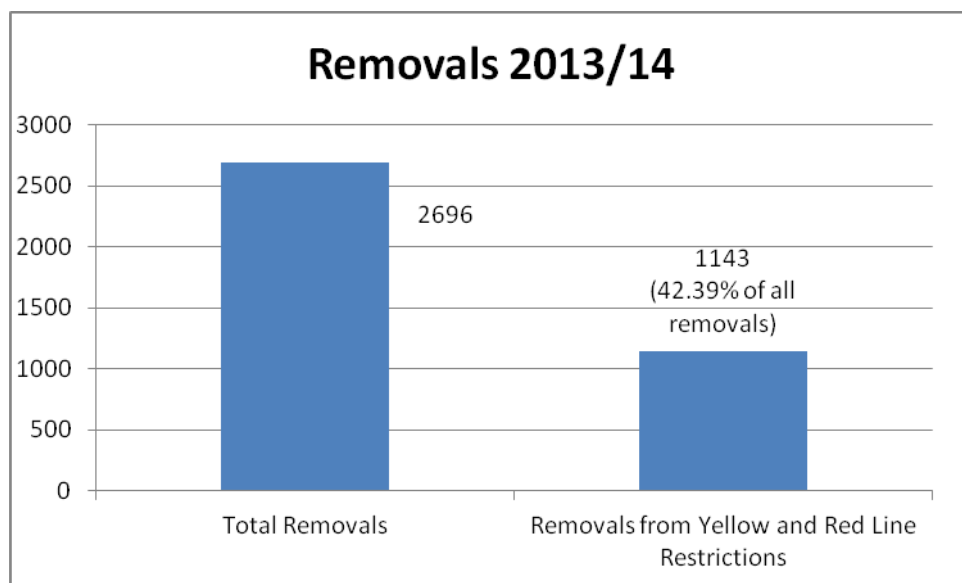


- 3.23 There are numerous different types of exemptions and restrictions associated with yellow and red lines in the city and PAs are fully trained on all aspects of enforcement of the restrictions.
- 3.24 Unfortunately, exemptions, dispensations and observation periods, allowing waiting on yellow and red lines, could lead to a perception that enforcement of the restrictions is not being carried out appropriately.
- 3.25 In order to improve understanding of yellow and red line restrictions PAs will continue advising customers on how best to achieve compliance. Parking Operations will also continue promoting the information available on the [Council's website](#) keeping customers up to date on parking restrictions and how they are enforced.

Removals

- 3.26 Vehicles parked in contravention of the restrictions can be uplifted and removed to the car pound.
- 3.27 The list of priorities relating to the removal and relocation of vehicles can be found in Appendix 3.
- 3.28 Figure 8 details the number of vehicle removals in 2013/14. Over 40% of all removals were related to contraventions of yellow and red line restrictions.

Fig. 8



Enforcement Resources available

- 3.29 NSL has two operational bases in Edinburgh, one at Lower Gilmore Place and one at Broughton Market. The two bases are geographically situated in the south and north of the city, allowing for swift, targeted deployment across the whole city.

- 3.30 NSL also has a car pound, located in the North of the city, which can deploy up to five removal trucks on a daily basis. The car pound can store up to 37 vehicles which have been removed for parking in contravention of the restrictions.
- 3.31 The deployment shifts and patterns for all PAs, including Mobile PAs and Rapid Response are detailed in Appendix 4.
- 3.32 NSL has two lining and signing squads deployed to maintain all lines and signs associated with parking restrictions in the city. It is estimated that over £400,000 will be utilised in the 2014/15 budget for lines and signs maintenance. Lines and signs maintenance is a significant part of the service provided by NSL, as enforcement action should only take place if the restrictions are correct.
- 3.33 The steadily increasing provision for lines and signs maintenance in the contract budget reflects the importance of maintenance, when trying to encourage compliance with the parking restrictions.

Key Performance Indicators (KPIs)

- 3.34 On street enforcement is primarily delivered through regular visits to streets with parking restrictions by PAs. The streets to be visited and the frequency of visits are specified in a schedule to the Parking contract (see Appendix 4).
- 3.35 Street visit requirements can vary from eight visits a day, Monday to Saturday, in high priority city centre streets, to once a week in low priority streets outside the CPZ.
- 3.36 Monitoring contractor performance against the schedule of street visits is one of the key performance indicators in the Parking contract. In 2013/14, the contractor visited 99.8% of all specified streets to the appropriate frequency against a KPI target of 99.5%.
- 3.37 In addition to set street visits and normal beats, requests for enforcement are often made at locations where there is a perceived problem relating to compliance with the parking restrictions. Requests for additional visits are logged and passed to NSL which deploys resources accordingly and reports back on any action taken. In cases where there is an acute issue which requires immediate attention, the dedicated Rapid Response team will be deployed. An example of the additional street visit request log, for October 2014, is in Appendix 5.

- 3.38 Enforcement of the parking restrictions is monitored by the Decriminalised Traffic and Parking Enforcement Contract Management team. NSL provide daily analysis of all KPIs to the Parking Operations team and has formal weekly meetings with the Contract Management Team to discuss performance and improvements in enforcement. Monthly meetings, between NSL and the Parking Operations Manager, ensure that KPIs are closely monitored and developed on a regular basis.
- 3.39 The contract for Decriminalised Traffic and Parking Enforcement in Edinburgh is based on the British Parking Association's (BPA) model contract. The contract is nationally recognised by contractors and local authorities as a model of good practice for improving the quality of parking enforcement.

Improving enforcement of parking restrictions

- 3.40 Specific measures to tackle illegal parking will be included in the draft PAP to be considered by the Transport and Environment Committee on 25 August 2015. These measures will build on existing policies and work streams and will include:
- Considering proposals to introduce evening and weekend restrictions, roll out shared use parking places across the city and introduce visitors' permits in all areas.
 - Continually striving to improve customers' knowledge of parking restrictions and enforcement action. Information will continue to be provided and promoted through the [Council's website](#). Parking Operations will work with colleagues in Transport Policy and Planning to improve road safety awareness and deliver the policies within the Local Transport Strategy, including the development of a PAP.
 - Improving awareness of the many different restrictions, types of enforcement action that can be taken and the varied exemptions and dispensations allowed on yellow and red line restrictions to help ensure understanding and compliance.
 - A Parking Enforcement Protocol, detailing all parking restrictions within Edinburgh, and the action that can be taken to enforce the restrictions, will be developed to facilitate public knowledge of DPE in Edinburgh.
 - Improving accessibility to limited kerbside space is important to successfully encouraging compliance with the parking restrictions. If it is easier to park correctly, fewer motorists will risk parking inconsiderately on yellow and red line restrictions.
 - Ensuring that all parking restriction lines and signs are visible and in good condition.
 - Considering additional parking restrictions and prohibitions where there is a known issue with inconsiderate parking.

- Ensuring that parking prohibitions are only introduced where there is little or no negative impact on businesses, visitors, disabled drivers, delivery drivers and other road users.
- Throughout the lifespan of the current enforcement contract, Parking Operations will, through the use of constantly adapting and challenging KPIs, work with the parking contractor to improve compliance with parking restrictions.
- Improving accessibility to parking places in the city through increased promotion of the successful RingGo cashless parking system, strategically managing pricing and the ongoing development of Priority Parking Areas. Improved accessibility coupled with quality enforcement and maintenance of the restrictions will undoubtedly lead to higher levels of compliance.
- Consideration of the potential for additional enforcement resources, if required, on a 'spend to save' basis. Additional resources could be utilised to encourage compliance on Greenway and main traffic routes.

CCTV Enforcement and National Legislation

- 3.41 Under the current contract, it is clear that PAs cannot be in attendance at all locations where parking restrictions are in place, during all the hours of operation; there are 30,573 parking places in Edinburgh and over 500km of yellow and red line restrictions to patrol.
- 3.42 PAs are deployed on a priority basis and can be used to respond to requests for additional enforcement when needed. PAs are necessarily deployed to areas where permit holders expect enforcement and to main traffic routes at peak hours.
- 3.43 The only way to provide blanket enforcement, without expensive, unproductive deployment of resources, would be through using CCTV evidence. This type of enforcement has proved extremely controversial and the UK Government has recently passed legislation prohibiting the use of CCTV for general parking enforcement.
- 3.44 However, the UK government supports CCTV enforcement outside schools during restricted hours, as this encourages compliance with the parking restrictions and improves road safety for all road users. Parking Operations would support CCTV enforcement outside schools, if it was available, but it would require the introduction of new primary legislation in Scotland.
- 3.45 Parking Operations would like to work with elected members and the Road Safety team to lobby Scottish Government to begin the necessary processes to allow CCTV enforcement on restrictions relating to schools. Any lobbying could be done in parallel with the introduction of trial school street restrictions and a move to decriminalise the moving traffic offences associated with those restrictions.

- 3.46 CCTV enforcement means that PAs do not need to be on street for a PCN to be issued. The PCN is issued by post in a similar manner to the way that Bus Lane Charge Notices are currently issued.
- 3.47 There is other proposed legislation in the form of the [Responsible Parking Bill](#) which would increase the enforcement powers available to local authorities. If the Bill becomes legislation it will allow for better enforcement of footway parking, parking at dropped kerbs and double parking. Legislation allowing Scottish Authorities to carry out this type of enforcement, without the need for additional and expensive lines and signs, would lead to better accessibility and enhanced road safety for all.
- 3.48 Parking Operations hope to continue working with stakeholders, MSPs and elected members on developing and lobbying for the introduction of the Responsible Parking Bill.

Measures of success

- 4.1 The enforcement contract will continue to be managed using a set of dynamic, quality based, KPIs. Achievement of these challenging KPIs will result in quality criterion payments being made to the contractor.
- 4.2 The KPIs will be made more challenging on at least an annual basis, meaning that the contractor's performance will have to improve throughout the contract's lifespan.
- 4.3 It is anticipated that the income generated within Parking Operations revenue budgets will be maintained or increase throughout the lifespan of the current enforcement contract. This indicates that compliance will continue to improve through on street payments, permit payments and quality enforcement of the restrictions.
- 4.4 Through quality enforcement and maintenance of the parking restrictions, the delivery of the PAP, the use of innovative technology and lobbying Scottish Government for changes to legislation, Parking Operations will improve accessibility to the city for all road users and maintain the economic vitality of the city.

Financial impact

- 5.1 Continued enforcement of the parking restrictions using the current contract for Decriminalised Traffic and Parking Enforcement in Edinburgh will generate net income of £14.5m during the five year term of the contract.

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 Enforcement of the parking restrictions and continued communication of how enforcement is carried out will improve accessibility for residents, businesses and visitors to the city, providing 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 Enforcement of the parking restrictions and continued communication of how enforcement is carried out will assist residents to participate in public life. Enforcement and communication improves access for all residents and visitors, helping to minimise the disadvantage for people with mobility difficulties or those with children. Enforcement of the parking restrictions and continued communication ensures that there is equality of opportunity for all road users.
- 7.4 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.
- 7.5 NSL meets all necessary criteria demanded by the Equalities Act 2010 and provided supporting documentation.
- 7.6 Protection measures for vulnerable groups have been included, ensuring that all personnel involved in the delivery of the Contract have basic disclosure certification and suppliers will have appropriate procedures in place for dealing effectively with children and vulnerable adults.

Sustainability impact

- 8.1 The impacts of this report in relation to the 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 negatively on carbon emissions. The continued enforcement of parking restrictions will encourage people not to travel by private cars or park incorrectly. It is considered that without proper enforcement carbon emissions would increase greatly and to a level above those produced from enforcement activities;

- The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts. Without effective parking controls and enforcement, incorrectly parked vehicles would slow down public transport and this could encourage more people to use their private vehicles; and
- It is possible that future improvements to the provision of parking enforcement could have beneficial impacts on carbon emissions.

8.2 The impacts of this report in relation to the duty on sustainability have been considered and the outcomes are summarised below.

- The proposals in this report are not expected to impact negatively on social justice. The enforcement of parking restrictions ensures that; disabled persons' parking places are used correctly, ensures clear access to public transport stops, improves road safety by removing dangerously parked vehicles from junctions and encourages walking and cycling in the city. Good access to transport helps reduce the negative effects of social exclusion;
- The proposals in this report are not expected to impact negatively on economic wellbeing. Parking enforcement ensures that there are good parking opportunities outside local businesses for their customers and for their deliveries. Parking permits are also available for local businesses to help them operate efficiently and enforcement keeps places free for their use and not occupied all-day by vehicles which do not contribute to the local economy. Enforcement also ensures that trams can run effectively such as removing incorrectly parked vehicles. The Tram is a significant economic link between the airport, Edinburgh Park, Haymarket and the city centre; and
- The proposals in this report are not expected to impact negatively on the city's environmental good stewardship.

Consultation and engagement

- 9.1 This report details the provision of Decriminalised Traffic and Parking Enforcement in Edinburgh and was written as a result of a motion submitted by Councillor Nigel Bagshaw.
- 9.2 There was no need for any further consultation with any other stakeholder.

Background reading/external references

[PAP January report](#)

[Deregulation Bill – Parliamentary Briefing Note](#)

John Bury

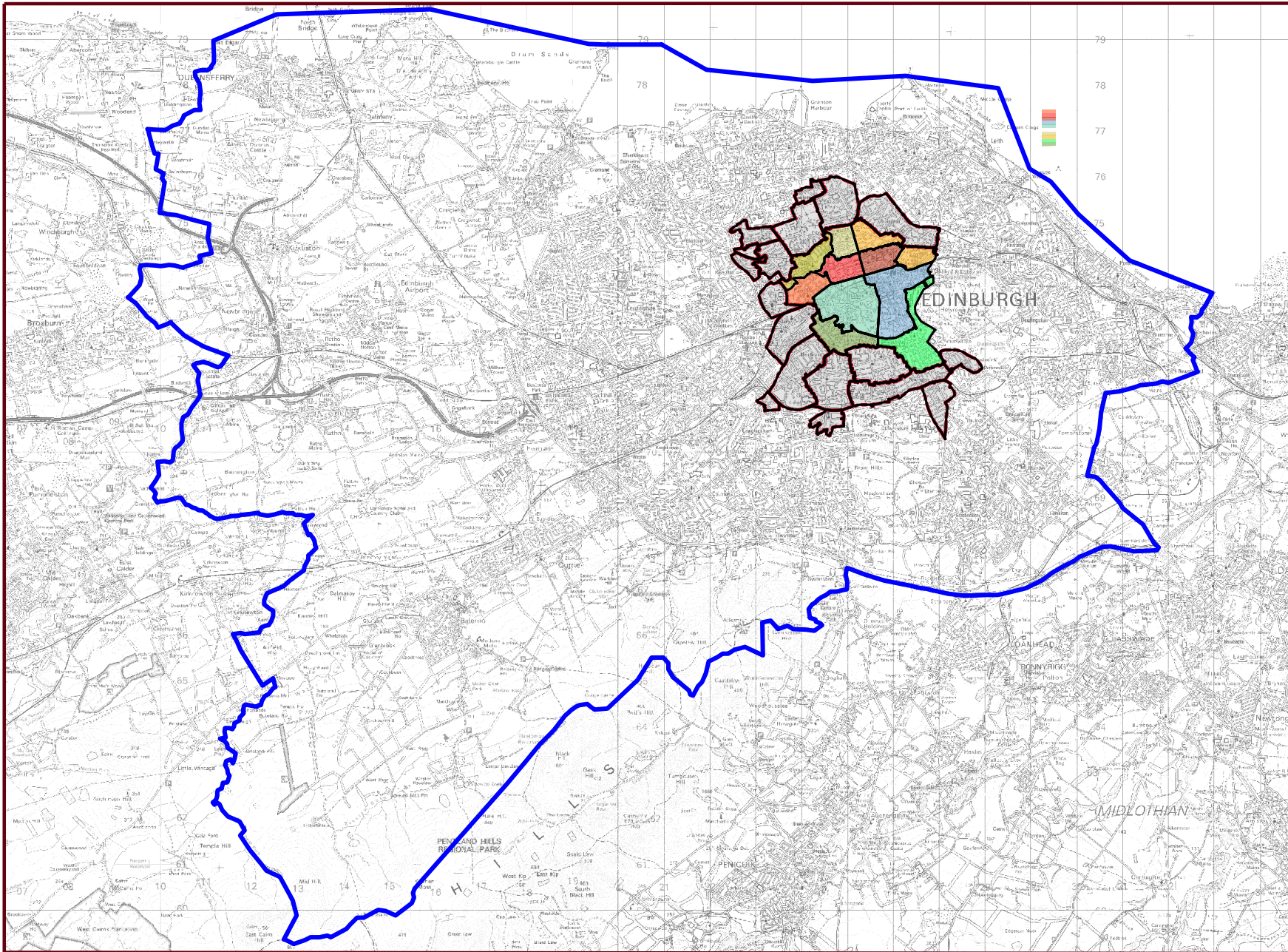
Acting Director of Services for Communities

Contact: Gavin Brown, Parking Operations Manager

E-mail: gavin.brown@edinburgh.gov.uk | Tel: 0131 469 3650

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	<ol style="list-style-type: none">1 Map of Special Parking Area2 Map of CPZs and prevailing times of restriction3 Enforcement Deployment Patterns4 Street Visit Requirements5 Additional Street Visit Request Log – October 20146 Removal and relocation priorities



NOTES

BLUE LINE – CEC BOUNDARY
 CENTRAL ZONES – CPZ AREAS



Appendix 1.
 Map of Special Parking Area

1:122000

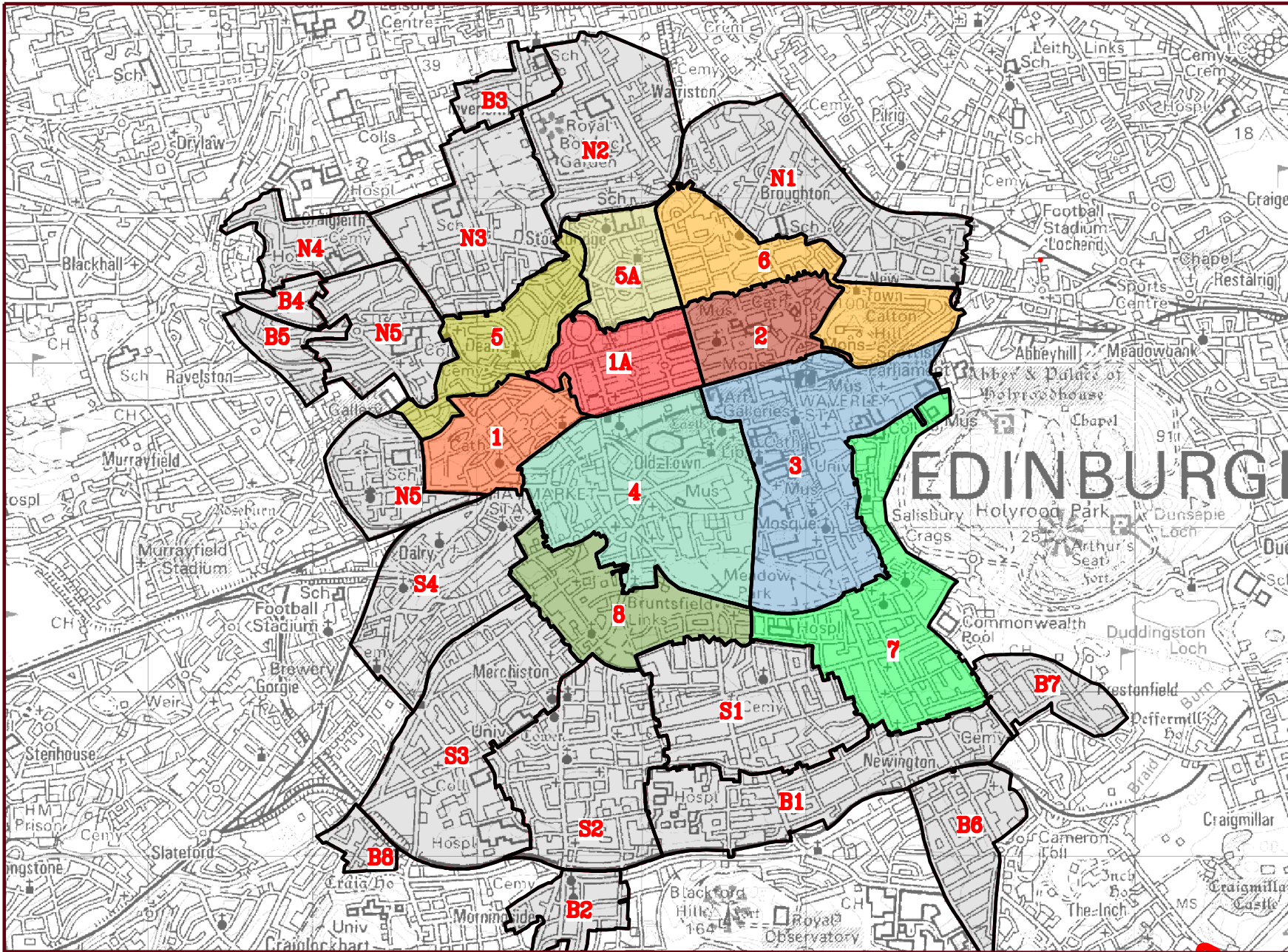


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Date: 17/12/2014

Drawn By:

Dwg No:



NOTES

Central Controlled Zones:

1, 1A, 2, 3, 4

SYL hours of restriction (Indicated by Zone Entry Time Plate):

Monday – Saturday
8:30 am – 6:30 pm

Peripheral and Extended Controlled Zones:

5, 5A, 6, 7, 8, N1, N2, N3, N4, N5, S1, S2, S3, S4

SYL hours of restriction (Indicated by Zone Entry Time Plate):

Monday – Friday
8:30 am – 5:30 pm

Priority Parking Areas:

B1, B2, B3, B4, B5, B6, B7, B8

SYL hours of restriction (Indicated by Individual Time Plate)



CPZ Restrictions
Prevailing SYL hours

1:34000

N ▲

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Date: 05/02/2015

Drawn By:

Dwg No:

APPENDIX 3 – Enforcement Deployment Patterns

Broughton Market North Base		Oct-14	Feb 2014 - Sept 2014	Nov 2013 - Jan 2014	Pre Oct 2013
Early Shift	0800-1700	18	19	21	22
Middle Shift	0945-1845	12	13	14	14
Late Shift	1430-2330	5	5	0	0
Night Shift	18:30 - 06:30	0	0	2	2
Lower Gilmore Place (LGP) South Base					
Early Shift	0800-1700	15	18	20	21
Middle Shift	0945-1845	12	14	16	16
Mobile					
Early Shift	0700-1600	5	4	4	4
Middle Shift	0945-1845	5	4	4	4
Rapid response					
Early Shift	0700-1600	1	0	0	0
Middle Shift	1400-1845	1	0	0	0
Total Deployment Monday Friday					
		74	77	81	83
Saturday					
Broughton Market North Base					
Early Shift	0800-1700	8	10	11	12
Middle Shift	0945-1845	8	7	8	8
Late Shift	1430-2330	5	5	0	0
Night Shift	18:30 - 06:30	0	0	2	2
Lower Gilmore Place (LGP) South Base					
Early Shift	0800-1700	6	7	10	10
Middle Shift	0945-1845	6	7	9	10
Mobile					

Early Shift	0700-1600	3	2	2	2
Middle Shift	0945-1845	3	2	2	2
Rapid response					
Early Shift	0700-1600	1	0	0	0
Total Deployment Saturday		40	40	44	46
Sunday					
Middle Shift	0945-1845	6	5	5	5
Late Shift	1430-2330	5	5	0	0
Night Shift	18:30 - 06:30	0	0	2	2
Total Deployment Sunday		11	10	5	5

Visit Area Code	Street Type	Description	Visit Requirements							
			Daily Visits			Weekly/Monthly Visits				
			Daily Mon-Fri	Saturday	Sunday	Weekly Weekday Visits	Weekly Weekend Visits	Monthly Weekday Visits	Monthly Weekend Visits	
1	Main Traffic Routes	High Priority	2 visits per day during peak hours (0730-0915 and 1530-1830) 2 visit per day between peak hours	2 visits per day during peak hours (0730-0915 and 1530-1830) 1 visit per day between peak hours						
2	Greenways	High Priority	4 visits per day (0730-1830)	2 visits per day (0830-1830)						
3	Central CACZ	High Priority	4 visits between 0830-1330 4 visits between 1330-1830	4 visits between 0830-1330 4 visits between 1330-1830		2 visits 1830-2330				
4	Central CACZ	Medium Priority	2 visits between 0830-1330 2 visits between 1330-1830	2 visits between 0830-1330 2 visits between 1330-1830		2 visits 1830-2330				
5	Central CACZ	Low Priority	1 daily	1 visit		2 visits 1830-2330				
6	Peripheral CACZ	High/Low Priority	1 daily			1 visit 1730-2330				
7	Extended CPZ	High/low Priority	1 daily			1 visit 1730-2330				
8	Priority Parking B1		1 daily between 10am-11.30am							
9	Priority Parking Area B2		1 daily between 1.30pm-3pm							
10	Priority Parking Areas B3		1 daily between 10am-11.30am							
11	Priority Parking Areas B4		1 visit							
12	Priority Parking Areas B5		1 visit							
13	Outside CACZ	High Priority	1 daily			1 visit 1830-2330	1 visit			
14	Outside CACZ	Low Priority				1 visit				1 visit
15	School Restrictions	High Priority				2 visits				
16	School Restrictions	Medium Priority							2 visits	
17	School Restrictions	Low Priority							1 visit	
19	Problem Street	High Priority	As required (response team)	As required (response team)	As required (mobile team)					

Area code 1 Main Traffic Routes

Bank Street
Bellevue
Bread Street
Brighton Place
Bristo Place
Broughton Street
Bruntsfield Place
Buccleuch Street
Canonmills
Causewayside
Chapel Street
Charlotte Square
Clerk Street
Coburg Street
Comiston Road
Constitution Street
Craigmillar Park
Dalkeith Road
Dean Bridge
Dewar Place
Duke Street

Dundee Street
East Fountainbridge
Easter Road
Ferry Road
Forrest Road
Fountainbridge
Frederick Street
George IV Bridge
Gilmerton Road
Gilmore Place
Granville Terrace
Great Junction Street
Hanover Street
Hillhouse Road
Hope Park Crescent
Hope Street
Huntly Street
Inverleith Row
Lauriston Place
Liberton Gardens
London Road

Lothian Street
Mansfield Place
Mayfield Gardens
Mayfield Road
Melville Place
Minto Street
Montrose Terrace
Morningside Road
Morrison Street
Mound
Newington Road
Nicolson Street
North Bank Street
North Bridge
North Charlotte Street
Pleasance
Polwarth Gardens
Ponton Street
Portobello High Street
Potterrow
Princes Street

Queen Street
Queensferry Road
Queensferry Street
Randolph Cliff
Ratcliffe Terrace
Rodney Street
Semple Street
South Bridge
South Charlotte Street
South Clerk Street
St Leonard's Street
St Patrick Street
Summerhall
Teviot Place
Thornybark
Torphichen Street
Waterloo Place
West Port
West Tollcross
Willowbrae Road
York Place

Area code 2 Greenways

Lothian Road
Haymarket Terrace
Wester Coates

Roseburn
Glasgow Road
Corstophine Road

St Johns Road
Leith Walk
Slateford Road

Dalry Road
Gorgie Road
Calder Road

Area group 3 Central CACZ High Enforcement

Castle Street
George Street
Glenfinlas Street

Hill Street
North Castle Street
North St David Street

South St Andrew Street
St Andrew Square

Thistle Street
Young Street

Area group 4 Central CACZ Medium Enforcement

Cathedral Lane
Elder Street
Hill Street Lane North
Hill Street Lane South
Hope Street Lane
Little King Street

Meuse Lane
North St Andrew Lane
North St Andrew Street
Register Place
Rose Street North Lane
Rose Street South Lane

St Colme Street
St James Place
Thistle Street Lane North East
Thistle Street Lane North West
Thistle Street Lane South East

Thistle Street Lane South West
West Register Street
West Register Street Lane
Young Street Lane North
Young Street Lane South

Area group 5 Central CACZ Low Enforcement

Abbey Strand
Abbeyhill
Abbeyhill Crescent
Abercromby Place
Ainslie Place
Albany Street
Albyn Place
Alva Street
Atholl Crescent
Atholl Crescent Lane
Bakehouse Close
Blackfriars Street
Blair Street
Boroughloch
Boyd`s Entry
Brighton Street
Bristo Port
Brougham Place
Brougham Street
Broughton Street Lane
Brown`s Close
Buccleuch Place
Buccleuch Terrace

Drumdryan Street
Drummond Street
Drumsheugh Gardens
Drumsheugh Place
Dublin Street
Dublin Street Lane South
Dunbar Street
Dundas Street
East Adam Street
East Crosscauseway
Eglington Crescent
Forres Street
Forrest Hill
Forth Street
Gardner`s Crescent
George Square
George Square Lane
Gibb`s Entry
Gifford Park
Gilmour Street
Gladstone Court
Gladstone`s Court
Glen Street

Johnston Terrace
Keir Street
King`s Stables Lane
King`s Stables Road
Lady Lawson Street
Lansdowne Crescent
Lauriston Gardens
Lauriston Park
Lauriston Street
Leven Terrace
Lochend Close
Lochrin Place
Lochrin Terrace
Longstone Terrace
Lonsdale Terrace
Lynedoch Place
Lynedoch Place Lane
Magdala Crescent
Magdala Mews
Manor Place
Market Street
Marshall Street
Marshall`s Court

Ramsay Garden
Ramsay Lane
Randolph Crescent
Randolph Lane
Randolph Lane
Randolph Place
Rankeillor Street
Richmond Place
Rosebank Cottages
Rosebank Cottages
Rosebery Crescent
Rosebery Crescent Lane
Rothesay Mews
Rothesay Place
Rothesay Terrace
Roxburgh Place
Roxburgh Street
Rutland Square
Rutland Street
Simon Square
South College Street
Spittal Street
St Giles Street

Calton Hill
Calton Road
Cambridge Street
Candlemaker Row
Canning Street
Canning Street Lane
Canongate
Castle Terrace
Castlehill
Chalmers Street
Chambers Street
Charles Street
Charlotte Lane
Chessel`s Court
Chester Street
Chuckies Pend
Coates Crescent
Coates Gardens
Cockburn Street
Cornwall Street
Cowan`s Close
Cowgate
Cranston Street
Crichton Street
Darnaway Street
Davie Street
Dewar Place Lane
Douglas Crescent
Douglas Gardens

Glencairn Crescent
Glengyle Terrace
Grassmarket
Great Stuart Street
Greenside Lane
Greenside Row
Grindlay Street
Grosvenor Crescent
Grosvenor Gardens
Grosvenor Street
Grove Street
Gullan`s Close
Gullan's Close
Guthrie Street
Haddon`s Court
Haddon's Court
Hardwell Close
Heriot Bridge
Heriot Place
Heriot Row
High Riggs
High School Yards
High Street
Hill Place
Holyrood Road
Horse Wynd
Howden Street
Infirmiry Street
Jeffrey Street

Marshall`s Court
Marshall's Court
Meadow Lane
Melville Crescent
Melville Drive
Melville Street
Melville Street Lane
Merchant Street
Montague Street
Moray Place
Mound Place
New Johns Place
New Skinner`s Close
New Street
Nicolson Square
Niddry Street
Niddry Street South
Old Fishmarket Close
Old Tolbooth Wynd
Palmerston Place
Palmerston Place Lane
Panmure Place
Parliament Square
Picardy Place
Port Hamilton
Port Hamilton (no 1)
Queen Street Gardens East
Queen Street Gardens West
Queensferry Street Lane

St John Street
St Mary`s Street
St Ninian`s Row
St Patrick Square
Stafford Street
Sugarhouse Close
Sugerhouse Close
The Mall
Tron Square
Union Street
Upper Bow
Valleyfield Street
Victoria Street
Walker Street
Waverley Bridge
Wemyss Place
Wemyss Place Mews
West Adam Street
West Bow
West College Street
West Nicolson Street
West Richmond Street
William Street
William Street North East Lane
William Street North West Lane
William Street South East Lane
William Street South West Lane
York Lane

Area group 6 Peripheral CACZ

Admiral Terrace
Airlie Place
Albany Lane
Albany Street Lane
Alfred Place
Ann Street
Ann`s Court
Ann`s Court.
Argyle Park Terrace
Argyle Place
Barclay Place
Barclay Terrace
Barony Place
Barony Street
Belford Mews
Belford Park
Belford Park
Belford Park
Belford Place
Belford Road
Belford Road
Belgrave Crescent
Belgrave Crescent Lane
Belgrave Place
Bell`s Brae
Bellevue Crescent
Bernard Terrace
Blacket Avenue
Blacket Place
Blackwood Crescent
Blenheim Place

Cumberland Street North East Lane
Cumberland Street North West Lane
Cumberland Street North West Lane
Cumberland Street South East Lane
Cumberland Street South West Lane
Cumberland Street South West Lane
Damside
Danube Street
Dean Bank Lane
Dean Park Crescent
Dean Path
Dean Street
Dean Terrace
Deanhaugh Street
Doune Terrace
Drummond Place
Dryden Place
Dublin Meuse
Dublin Street Lane North
Dumbiedykes Road
Duncan Street
Dundonald Street
East London Street
East Mayfield
East Newington Place
East Parkside
East Preston Street
Elm Row
Eton Terrace
Eyre Crescent
Eyre Place

Holyrood Park Road
Hope Park Terrace
Howe Street
India Street
Jamaica Street
Jamaica Street North Lane
Jamaica Street South Lane
Jamaica Street West
Kerr Street
Leamington Road
Leamington Terrace
Learmonth Terrace
Lennox Street
Lennox Street Lane
Leopold Place
Leslie Place
Livingstone Place
Logan Street
London Street
Lord Russell Place
Lower Gilmore Place
Lutton Place
Mackenzie Place
Malta Terrace
Marchmont Crescent
Marchmont Street
Mayfield Terrace
Meadow Place
Melville Terrace
Middleby Street
Millerfield Place

Royal Terrace
Royal Terrace Mews
Salisbury Place
Salisbury Road
Saunders Street
Saxe-Coburg Place
Saxe-Coburg Street
Sciennes
Sciennes Gardens
Sciennes Hill Place
Sciennes House Place
Sciennes Place
Sciennes Road
Scotland Street
Scotland Street Lane East
Sienna Gardens
South East Circus Place
South Gayfield Lane
South Gray Street
South Oxford Street
Spence Street
Spottiswoode Street
St Bernard`s Crescent
St Bernard`s Row
St Catherine`s Place
St John`s Hill
St Leonard`s Bank
St Leonard`s Lane
St Stephen Place
St Stephen Street
St Vincent Street

Bowmont Place
Brandfield Street
Brandon Terrace
Briery Bauks
Broughton Market
Broughton Place
Broughton Place East
Broughton Place Lane
Brown Street
Brunton Place
Bruntsfield Crescent
Bruntsfield Terrace
Buckingham Terrace
Canon Lane
Canon Street
Carlton Street
Carlton Terrace
Carlton Terrace
Carlton Terrace Brae
Carlton Terrace Lane
Carlton Terrace Mews
Circus Gardens
Circus Lane
Clarence Street
Clarendon Crescent
Cochran Terrace
Comely Bank
Comely Bank Road
Cornwallis Place
Cumberland Street

Eyre Terrace
Fettes Row
Findhorn Place
Fingal Place
Forbes Street
Gayfield Place Lane
Gayfield Square
Gayfield Street
Gayfield Street Lane
Gillespie Crescent
Gillespie Street
Gilmore Park
Gladstone Terrace
Glenogle Road
Gloucester Lane
Gloucester Place
Gloucester Square
Gloucester Street
Grange Court
Grange Loan
Great King Street
Hailes Street
Hamilton Place
Hart Street
Haugh Street
Hawthornbank Lane
Henderson Place
Henderson Place Lane
Henderson Row
Hermits Croft

Moncrieff Terrace
Munro Place
Nelson Street
New Arthur Place
New Broughton
North East Circus Place
North West Circus Place
Northumberland Place
Northumberland Place Lane
Northumberland Street
Northumberland Street North West Lane
Northumberland Street South East Lane
Northumberland Street South West Lane
Old Broughton
Oxford Street
Oxford Terrace
Parkside Terrace
Perth Street
Raeburn Place
Regent Road
Regent Terrace
Regent Terrace Mews
Richmond Terrace
Rillbank Crescent
Roseneath Place
Roseneath Street
Roseneath Terrace
Royal Circus
Royal Crescent

Summer Bank
Summerhall Place
Summerhall Square
Summerside Street
Sunbury Mews
Sunbury Place
Sylvan Place
Terrars Croft
Upper Dean Terrace
Upper Gilmore Place
Upper Gray Street
Upper Grove Place
Viewcraig Gardens
Viewcraig Street
Viewforth
Viewforth Gardens
Viewforth Square
Viewforth Terrace
Warrender Park Crescent
Warrender Park Road
Warrender Park Terrace
West Mayfield
West Mill Lane
West Newington Place
West Norton Place
West Preston Street
West Silvermills Lane
Westhall Gardens
Wright`s Houses

Area group 7 Extended CPZ

Arboretum Place
Arden Street
Ardmillan Place
Balbirnie Place
Beaufort Road
Beaverbank Place
Beaverhall Road
Belford Avenue
Belford Gardens
Bellevue Gardens
Bellevue Grove
Bellevue Place
Bellevue Road
Bellevue Street
Bellevue Terrace
Blackford Road
Blantyre Terrace
Boat Green
Borthwick Place
Braid Avenue
Broughton Road
Brunswick Road
Brunswick Street
Brunswick Terrace
Brunton Terrace
Bruntsfield Gardens
Caledonian Place
Caledonian Road
Cathcart Place
Chalmers Crescent
Church Hill.
Claremont Bank

Dick Place
Downfield Place
Dunedin Street
East Claremont Street
Eden Lane
Edina Street
Elgin Street
Elgin Terrace
Ettrick Grove
Ettrick Loan
Ettrick Road
Ettrickdale Place
Falcon Gardens
Falcon Road
Forbes Road
Gillsland Road
Grange Crescent
Grange Road
Green Street
Greenhill Gardens
Greenhill Place
Greenhill Terrace
Hampton Place
Harden Place
Hartington Gardens
Hartington Place
Hatton Place
Heriothill Terrace
Hillside Crescent
Hillside Street
Hope Terrace
Hopetoun Crescent

Logie Green Gardens
Logie Green Loan
Logie Green Road
Mansionhouse Road
Marchmont Road
Mardale Crescent
McDonald Place
McDonald Road
McNeill Street
Melgund Terrace
Merchiston Avenue
Merchiston Bank Avenue
Merchiston Bank Gardens
Merchiston Crescent
Merchiston Gardens
Merchiston Mews
Merchiston Park
Merchiston Place
Mertoun Place
Mid Gillsland Road
Millar Place
Monmouth Terrace
Montgomery Street
Montgomery Street Lane
Montpelier
Montpelier Park
Montpelier Terrace
Morningside Terrace
Murieston Crescent
Murieston Crescent Lane
Murieston Lane
Murieston Place

Polwarth Crescent
Polwarth Grove
Polwarth Park
Polwarth Place
Polwarth Terrace
Ravelston Dykes
Ravelston Place
Rochester Terrace
Seton Place
South Ettrick Road
South Gillsland Road
South Learmonth Avenue
Spottiswoode Road
Springvalley Terrace
Springwell Place
St Margaret`s Road
Strathearn Place
Strathearn Road
Strathfillan Road
Summer Place
Tanfield
Tantallon Place
Temple Park Crescent
Thirlestane Road
Thistle Place (mews 706)
Warriston Avenue
Warriston Grove
Warriston Place
Warriston Road
Warriston Terrace
Wellington Street
West Annandale Street

Claremont Crescent
Claremont Grove
Cluny Avenue
Cluny Place
Cluny Terrace
Comely Bank Street
Craigleith Hill Gardens
Craigleith Hill Green
Craigleith Hill Grove
Craigleith Hill Loan
Craigleith Hill Park
Craigleith Hill Row
Cumin Place
Dalrymple Crescent

Hopetoun Street
Howard Place
Howard Street
Huntingdon Place
Inverleith Avenue South
Inverleith Place
Inverleith Place Lane
Inverleith Terrace Lane
Kilgraston Road
Lauder Road
Lauderdale Street
Laurel Terrace
Learmonth View
Liddesdale Place

Murieston Terrace
Napier Loan
Napier Road
Orchard Bank
Orchard Brae Gardens
Orchard Brae Gardens West
Orchard Brae West
Orchard Grove
Orchard Place
Orchard Terrace
Orwell Place
Palmerston Road
Pitsligo Road

West Bryson Road
West Catherine Place
West End Place
West Montgomery Place
West Park Place
West Stanhope Place
Wester Coates Avenue
Wester Coates Gardens
Wester Coates Road
Wester Coates Terrace
Windsor Street
Windsor Street Lane
Woodburn Terrace

Area group 8 Priority Parking Area B1

Mortonhall Road
West Relugas Road
Cobden Road
South Oswald Street
Burgess Terrace
McLaren Road

Glenisla Gardens
Fountainhall Road
Mentone Terrace
Mayfield Gardens
St Albans Road
Relugas Road

Grange Terrace
Blackford Avenue
Ventnor Terrace
Queen's Crescent
Moston Terrace
South Lauder road

Relugas Gardens
Glenorchy Terrace
Trotter Haugh
Bright's Crescent
Findhorn Place

Area group 9 Priority Parking Area B2

Braid Avenue
Braid Crescent
Braid Road
Cluny Drive

Cluny Gardens
Comiston Gardens
Comiston Place
Comiston Road

Comiston Terrace
Corrennie Drive
Corrennie Gardens
Dalhousie Terrace

Ethel Terrace
Hermitage Gardens
Morningside Drive

Area group 10 Priority Parking Area B3

Arboretum Road

Kinnear Road

Area group 11 Priority Parking Area B4 (new zone)

Craigleith Road

Orchard Crescent

Orchard Drive

Queensferry Road

Area group 12 Priority Parking Area B5 (new zone)

Blinkbonny Avenue

Blinkbonny Grove West

Crarae Avenue

Queensferry Road

Blinkbonny Gardens

Blinkbonny Road

Orchard Road South

Ravelston Dykes

Blinkbonny Grove

Craigleith Drive

Orchard Toll

Area group 13 Outside CACZ High Enforcement

Ashley Terrace

High Street South Queensferry

Newhaven Road

Redheughs Rigg

City Park

Kingston Avenue

North Junction Street

South Gyle Broadway

Corbiehill Road

Lasswade Grove

Old Dalkeith Road

South Gyle Crescent

Corstorphine High Street

Lochend Road

Porterfield Road

South Trinity Road

Crewe Road North

Lochend Road South

Redheughs Avenue

West Granton Road

Crewe Road South

Milton Road

Area group 14 Outside CACZ Low Enforcement

Abbey Street

Craigour Green

Kirk Loan

Relugas Road

Academy Street

Craigour Place

Kirk Street

Restalrig Road

Albert Street

Dalgety Avenue

Lanark Road

Restalrig Road South

Allan Street

Dalgety Road

Lanark Road West

Robertson Avenue

Balfour Street

Dalgety Street

Liberton Brae

Robertson Gait

Bankhead Avenue

Dickson Street

Liberton Drive

Rossie Place

Bankhead Drive

Drum Brae North

Longstone Road

Russell Road

Bath Street

Drum Brae South

Lower Granton Road

Saltire Street

Belhaven Terrace

Drum Street

Lower London Road

Sandport Place

Bellfield Street

Dudley Avenue

Madeira Place

Sandport Street

Bernard Street

Duncan Place

Madeira Street

Saughton Road North

Blackford Avenue

East Hermitage Place

Main Street Davidson Mains

Saughtonhall Drive

Braid Road

East Trinity Road

Manse Street

Shaftesbury Park

Bright`s Crescent

Edinburgh Road

Marchhall Crescent

Shandon Crescent

Buchanan Street

Edinburgh Road.

Marchhall Place

Shandon Place

Burgess Street

Elbe Street

Marchhall Road

Shandon Street

Carpet Lane
Casselbank Street
Chesser Avenue
Cluny Drive
Cluny Gardens
Coltbridge Avenue
Comiston Drive
Comiston Gardens
Comiston Place
Comiston Springs Avenue
Commercial Street
Couper Street
Craighall Crescent
Craighall Road
Craiglea Drive
Craigleith Rise
Craigour Drive

Figgate Street
Fishwives Causeway
Fountainhall Road
Gordon Street
Gorgie Park Close
Gorgie Park Road
Granton Road
Harrison Gardens
Hawthorn Bank
Henderson Street
Hutchison Crossway
Inglis Green Road
Iona Street
Jane Street
Junction Place
Kilmaurs Road
Kilmaurs Terrace

Mentone Avenue
Mentone Gardens
Mentone Terrace
Milton Street
Murrayburn Gate
Myreside Road
North Fort Street
Northfield Broadway
Norton Park
Ogilvie Terrace
Orchardfield Avenue
Oswald Road
Pilrig Street
Portobello Road
Quality Street
Queen Charlotte Street
Regent Street

Sighthill Bank
Slateford Gait
Somerset Place
South Sloan Street
Straiton Place
Suffolk Road
Summerside Place
The Loan
Timber Bush
Tipperlinn Road
Trafalgar Street
Upper Craigour
Vanburgh Place
West Mains Road
Westfield Road
Windsor Place

Area group 15 School Restrictions High Priority

Colinton Road
Craighall Road
Craighall Terrace
Craigleith Rise
Manse Street
Oxgangs Road North
Parkgrove Place
Parkgrove Street
South Gyle Road
Wester Broom Place

George Watson's College
Holy Cross Primary School
Holy Cross Primary School
Mary Erskine's School
Corstorphine Primary School
Oxgangs Primary School
Clemiston Primary School
Clemiston Primary School
Gylemuir Primary School
Gylemuir Primary School

Area group 16 School Restrictions Medium Priority

Abbey Street	Abbeyhill Primary School
Abbeyhill	Abbeyhill Primary School
Arboretum Road	Edinburgh Academy
Ashley Grove	Craiglockhart Primary School
Baberton Mains Bank	Juniper Green Primary School
Baberton Mains Wynd	Juniper Green Primary School
Balgreen Road	Balgreen Primary School
Bellevue Road	Drummond Community High School
Bonnington Road	Bonnington Primary School
Cathcart Place	Dalry Primary School
Corbiehill Road	Davidson Mains Primary School
Craigcrook Road	Blackhall Primary School
Craigmillar Castle Avenue	Castlebrae High School
Duncan Place	Leith Primary School
Lauderdale Street	James Gillespie's High School
Loaning Road	Craigentenny Primary School
Loganlea Drive	Craigentenny Primary School
Lorne Street	Lorne Primary School
Magdalene Drive	Brunstane Primary School
Meadowfield Drive	Parsons Green Primary School
Montpelier	Bruntsfield Primary School
Paisley Drive	Parsons Green Primary School
Redford Place	Colinton Primary School
West Montgomery Place	Leith Walk Primary School
West Pilton Place	Forthview Primary School
Wester Drylaw Avenue	Ferryhill Primary School

Area group 17 School Restrictions Low Priority

Bonaly Brae	Bonaly Primary School
Bonaly Road	Bonaly Primary School
Bridge Road, Balerno	Balerno High School
Broomhouse Crescent	Broomhouse Primary School
Buckstone Loan East	Buckstone Primary School
Craigmount Brae	East Craigs Primary School
Craigs Road	Craigmount High School
Cramond Bank	Cramond Primary School
Curriehill Road	Currie Primary School
Dolphin Gardens East	Currie High School
Drumbryden Drive	Drumbryden Primary School
Gamekeeper's Road	Cramond Primary School
Gilmerton Road	Liberton Primary School
Greendykes Road (164)	Castlebrae Community High School
Hermitage Park	Hermitage Park Primary School
Lampacre Road	Carrick Knowe Primary School
Lasswade Road	Kaimes School
Marchbank Gardens	Dean Park Primary School Annex
Moredun Dykes Road	Gilmerton Primary School
Moredun Park Road	Craigour Park Primary School
Moredun Park Street	Craigour Park Primary School
Moredunvale Place	Moredun Primary School
Mount Vernon Road	Liberton Nursery School
Muirhouse Place West	Craigroyston Primary School
Newcraighall Road	Newcraighall Primary School
Pentland View Road (Kirkliston)	Kirkliston Primary School
Redhall Grove	Longstone Primary School
Sighthill Gardens	Murrayburn Primary School
Sighthill Loan	Murrayburn Primary School

Sighthill Road
Station Road, Ratho Station
Thomson Crescent (Currie)
Wardieburn Street East
Wardieburn Street West

Calderglen Nursery School
Hillwood Primary School
Nether Currie Primary School
Granton Primary School
Granton Primary School

Appendix 5.

Additional Street Requests - October 2014.

<u>Date</u>	<u>Street</u>	<u>Action Requested</u>
1st	South Trinity Road	Signs and Lines request. Once complete ensure enforcement.
1st	Shandwick Place	Reports of van parking during prohibited hours. Check and enforce accordingly.
1st	Gordon Street/Manderston Street	Increase visits and del with all vehicles in contravention.
2nd	Pilton Drive	Check area around strada and report any issues.
2nd	Seafield Road east	Outside Reg Vardy - Check and enforce accordingly (Footway Parking)
2nd	Gyle Park Gardens	Reports of vehicles on DRLs. Increase visits and enforce accordingly.
2nd	Gilberstoun Wynd/Loan	Check and enforce accordingly.
6th	Granton Mains Court	Increase visits and take appropriate enforcement action.
7th	Newhaven Road/Ferry Road	Vehicle on footway outside Premier Convenience Store. Check and enforce any vehicles.
8th	Glebe Road	Domino's Pizza vehicles on DRLs. Increase visits between 17:30 and 18:00.
8th	Waterfront Park/Colonsay Close	Reports of vehicles of footway. Check and enforce accordingly.
9th	Maryfield	Reports of vehicles on DYLs. Check and enforce accordingly.
10th	Gylemuir Road	Vehicles parking along the DYL (+KM).
10th	Gordon Street/Manderston Street	Garages in the area using the street as a car park.
14th	Mill Lane	Pavement parking on Sunday.
14th	Shandwick Place	Every morning between 8.15am and 8.30am a white van making an obstruction.
16th	Stevenson Drive	Cars parking across pavements and grass verges.
16th	Home Street	Reports of vehicles at bus stops - Check and monitor areas.
23rd	South Morton Street	Reports of vehicles on DYLs. Check and enforce accordingly.
24th	Leith Walk/Jane Street	Reports of vehicles on DRLs and Footway. Check and monitor streets.
27th	Craigmillar Park	Cars illegally parked outside the Delhi Diner.
29th	Hillhouse Road	Delivery vans overstaying in the 30 minute bays.
29th	Roseberry Crescent	The taxis over ranking.
30th	Drum Brae South	Van parked in disabled bay .

30th	Craigentenny Avenue North	Vehicle that parks constantly between 9am – 6pm, opp MacDonald's, on DYL.
31st	Lower Granton Road - new cul de sac/turning area	Vehicles parking up on the keep clear/double yellow line.
31st	West Granton Road	Vehicles parked in bus stop.

APPENDIX 6

VEHICLE REMOVALS PRIORITIES

Vehicles can be removed if they are parked in contravention of the regulations, irrespective of the actual contravention committed. The Council does, however, prioritise vehicles for removal in the following order:

Priority	Manner of Parking
HIGH	Where the vehicle presents a risk to safety and/or is obstructing traffic flow, such as Greenways and Bus Stop Clearways.
	Persistent Evaders
	Applies to all vehicles with 5 or more open tickets on the High Value Debtor list. For all persistent evaders with a monetary value of £500 or more awaiting payment , in such circumstances, there is no restriction on the number of times a vehicle can be impounded. This should continue until the monetary value is reduced to £150 or until otherwise advised by Parking Services.
	Foreign Vehicles
	Applies to all foreign vehicles with 5 or more open tickets on the High Value Debtor list
MEDIUM	Where the vehicle is parked in a disabled bay without displaying a valid blue badge
	Where the vehicle is parked in a permit parking bay (e.g. residents' or doctors bay), without displaying a valid permit * (see note below)
	Where the vehicle is parked on a double yellow line when loading or unloading is prohibited ** (see note below)
	Where the vehicle is parked on a single yellow line when loading or unloading is prohibited ** (see note below)
	Where the vehicle is parked in a bay for which it is not designed or approved, e.g. motor cycle or City Car Club bays
	Where a vehicle is parked on a length of street where loading and unloading is prohibited due to a Temporary Traffic Regulation Order (TTRO) and Suspended Bays
	Where a vehicle is parked on a double yellow line, outwith any loading prohibition (arrangements must be made to remove the offending vehicle on the same day the PCN is issued)
	Where the vehicle is parked in a public parking bay or a permit parking bay within a priority parking area upon issue of the 2 nd PCN for the same contravention.
LOW	Where the vehicle is parked on a waiting restriction (single yellow line where loading is permitted but the vehicle is not being loaded or unloaded). The vehicle should not be removed until 1 hour has elapsed since the issue of the PCN.

* Where a vehicle is parked in a residents' bay, solo motorcycle bay or on a waiting restriction, but is also displaying a valid voucher, it should not be removed until 15 minutes after the voucher has expired (**unless the vehicle belongs to a persistent offender**).

Non City Car Club vehicles parked in a City Car Club Bays should be removed regardless of the fact that it may be displaying a valid voucher.

** For vehicles issued with a PCN for an O2, arrangements to be made to remove the offending vehicle prior to the offence changing to a O1 offence

Transport and Environment Committee

10.00 am, Tuesday, 17 March 2015

20 for Edinburgh: 20mph Network Implementation

Item number	7.6
Report number	
Executive	
Wards	All

Executive summary

This report presents an outline implementation plan for the roll-out of the citywide 20mph network as approved by Committee on 13 January 2015. The implementation plan involves four key parts:

- 1 Project Delivery and Infrastructure;
- 2 Awareness Raising and Education;
- 3 Enforcement; and
- 4 Monitoring.

The purpose of this report is to seek approval for the proposed implementation plan and for commencement of the necessary Speed Limit Order.

Links

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

20 for Edinburgh: 20mph Network Implementation

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the commencement of statutory procedures to introduce a 20mph speed limit for the proposed network;
 - 1.1.2 approves the proposals for phased implementation of a 20mph network as outlined in this report, subject to approval of the necessary Speed Limit Order; and
 - 1.1.3 approves the funding framework set out within the report, including the application for external match funding.

Background

- 2.1 Responses from the public and stakeholder consultation were analysed and used to inform the revised 20mph network approved at Committee on 13 January 2015.
- 2.2 Key features of the network are:
 - 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.
- 2.3 During the Committee meeting, there was a request that amendments to the network be considered. Following the Committee meeting, representations were received regarding a number of streets. These streets were reassessed against the criteria approved by Committee in June 2014. This showed that the speed limits set out in the proposed network in January 2015 were appropriate, and in keeping with the city wide network. By doing this a consistent approach to speed limits across the City is maintained.

Main report

Outline Implementation Plan

- 3.1 Subject to approval of the necessary Speed Limit Order (SLO), implementation is scheduled to commence in February 2016 through to late 2017. The implementation plan has been developed in partnership with key internal and external stakeholders including Police Scotland, Lothian Buses and NHS Lothian.

- 3.2 Engagement with the neighbourhoods will be central to the design and delivery of the scheme. Initial discussions have taken place with Area Road Managers in each of the neighbourhoods to develop the implementation programme and post implementation strategy, to ensure a consistent approach across the city. Further input will be required at the design stage.

Project Delivery and Infrastructure

Outline of Speed Limit Order Process

- 3.3 It is proposed that the 20mph network will be implemented under one citywide Speed Limit Order. This is based on the fact that the project could be delivered within a two year period from the making of the order. Delivering the project using multiple orders would mean repeating the process several times which would be resource intensive and inefficient.
- 3.4 The statutory procedures for the order will include a formal consultation period that will involve advertising the proposals in the press and on the Council's website, as well as erecting notices on every affected street. It is anticipated that the order process will commence in April 2015 and be reported back to Committee in January 2016. Should the Speed Limit Order be approved, the Council is legally required to implement the proposed measures within a two year period.

Design Approach

- 3.5 With a relaxation of traffic calming legislation in 2011, it is now possible to create 20mph zones without relying on the use of physical traffic calming features at set intervals. The design will rely primarily on signage and road markings. A careful balance is required between adequate signage and minimising street clutter. Extra care will be taken in sensitive locations such as conservation areas and around historic buildings.
- 3.6 It is proposed that some side streets, such as short culs-de-sac off 30mph roads, where vehicles are unlikely to exceed 20mph are not included in the 20mph Speed Limit Order. This will significantly reduce the amount of signage required, resulting in significant cost savings.
- 3.7 The design of the 20mph network will be undertaken by the Council's in house Roads (New Works) design team. As existing staff resources are committed to delivery of the Roads and Transport capital programmes, the intention is to recruit two temporary posts for the duration of the project that will be entirely funded from the capital budget. These two posts consist of a professional officer to oversee and progress the design, procurement and construction phases and transport officer to undertake support tasks inclusive of survey and design work.

Phasing

- 3.8 In the event that the Speed Limit Order is approved, it is proposed to implement the 20mph network in six phases across the city as illustrated by the phasing plan shown in Appendix 1. By taking this phased approach, resources can be efficiently managed, allowing for physical works to be undertaken earlier than if the whole network had to be designed.
- 3.9 Should the Speed Limit Order be approved, the roll-out of 20mph is proposed in six phases over a total period of 24 months. The anticipated dates for the commencement of works are contained in the table below. Based on the experience of the pilot areas, it is anticipated that each phase will take approximately 16 weeks to implement. The anticipated timescales are:

Phase	Start
1 City Centre and Rural West	Feb 2016
2 North	Jun 2016
3 South Central/East	Oct 2016
4 North West	Jan 2017
5 West	Jun 2017
6 South	Sept 2017

- 3.10 This approach allows the areas that experience the highest levels of road collisions and the highest levels of pedestrian and cycling activity to be phased in as soon as possible. The final detail of the phase boundaries may change during the detailed design process as a result of local consultation and practical design issues.

Monitoring

- 3.11 Monitoring will be undertaken a year on from implementation, with the findings presented to the Committee for their consideration.
- 3.12 In order to inform this, a variety of 'before and after' surveys will be undertaken. These will provide a baseline data framework and will allow the issues identified under the 'measures of success' section to be clearly addressed. The monitoring will also be used to establish the impacts on different road users.
- 3.13 Monitoring will be carried out to assess the following areas:
- traffic speeds;
 - road casualties;
 - public opinion – behaviours and attitudes;
 - pedestrian, cycling and vehicle levels;
 - vehicle journey times; and
 - emissions, including Air Quality Management areas.

- 3.14 With Edinburgh being the first city in Scotland to roll-out a citywide 20mph network, the Scottish Government is likely to show interest in the outcomes of the project which may inform a wider application of 20mph speed limits nationally. The Scottish Government will be approached to contribute to the monitoring of the 20mph network.
- 3.15 Speed monitoring will be a key element of the package. The roads to be monitored will be selected using a number of criteria, including casualty data, the layout of streets, existing traffic volumes and speeds, presence of schools and other community facilities as well as input from stakeholders.
- 3.16 The Council and partners including, Sustrans, Police Scotland and NHS Lothian currently monitor pedestrian and cycling levels, casualties and air quality levels on a regular basis. Data from these sources can be used to assist with the monitoring and evaluation process. It is a priority for the monitoring process to avoid duplicating existing monitoring so that resources can be used more effectively.

Awareness raising and education

- 3.17 Edinburgh will be the first city in Scotland to implement a citywide 20mph network. The new 20mph speed limit will rely on a change in driver behaviour and compliance to realise its full potential. A citywide programme of awareness raising and education is proposed to publicise and support the introduction of the 20mph network, explain the benefits of lower speeds and ensure a smooth transition process.
- 3.18 It is proposed to take forward a communications plan in collaboration with internal and external partners such as Police Scotland, Neighbourhood Partnerships, Community Councils and Schools. The programme will seek to develop innovative approaches, as well as learning from best practice from elsewhere, to achieve maximum coverage in terms of awareness and understanding to promote behaviour change and acceptance of the new speed limits.
- 3.19 The communications plan will follow four main phases. Some actions such as media and community engagement will span all phases. The four main phases are outlined below:
- Pre Implementation, March 2015–January 2016;
 - Awareness campaign, roll-out from February 2016;
 - Citywide Launch, April 2016; and
 - Targeted awareness campaign for each phase of implementation.

Enforcement and additional measures

- 3.20 The citywide 20mph network will be signs only. Experience from the South Edinburgh pilot study, that followed a similar approach, showed a reduction in speeds throughout on the majority of streets within the pilot area. However, it is accepted that there will be certain streets where speeds will remain at an inappropriate level.
- 3.21 Police Scotland are supportive of improved road safety across the city and are working with the Council to achieve this. Police Scotland recognise speed management is an important element of this and will continue to enforce 20, 30 and 40mph speed limits across the city road network.
- 3.22 Enforcement will take a staged approach. This staged approach will initially consist of a review of signage and road markings, with consideration of a possible requirement for speed activated signs. Should these measures not prove effective, physical traffic calming or other traffic management measures, such as enforcement, will be considered, particularly if there is excessive speeding and in the interests of casualty reduction.

Measures of success

- 4.1 The intended impacts and therefore measures of success for the 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 people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children; and
 - Establishment of 20mph network.

Financial impact

- 5.1 The implementation cost of the project to the Council is estimated to be £1.140m from existing budgets over three financial years. This includes £465k from the Transport Capital budget and £675k from Cycling, Walking, Safer Streets (CWSS) funding which is ring fenced funding received annually from Scottish Government. In addition, £1.080m is potentially available through existing external match funding for this type of project from Sustrans and the Scottish Government. Both Sustrans and Scottish Government have previously shown support for the project and we have a degree of confidence that they will be supportive of our funding bids. Proposed phasing and timescales have been developed on the basis that bids for this funding will be successful. All external funding would have to be bid for on a yearly basis according to the funders' timetable. The outcomes of these funding bids will be reported back to Committee at a future date.
- 5.2 The cost to the Council in the first financial year will be £215k, with an additional £250k being accessed through external funding. A full breakdown of costing for the project over three years is contained below in Table 1.
- 5.3 There are existing funds identified for speed reduction measures from developer contributions via section 75 agreements. A review of these contributions will be undertaken to see what funding can be put towards delivering 20mph limits in these areas. Any funding identified as being appropriate will be used to offset Transport Capital funding.
- 5.4 The overall cost of the project has been minimized as a result of a number of measures such as:
- excluding short streets adjoining 30mph roads; and
 - reduced number of 20mph zone gateways resulting from a city wide approach.

- 5.5 The ongoing revenue costs for maintenance of signage will be funded through the existing budgets, as it is anticipated that there will be some significant reductions in maintenance associated with the proposal. For example it will no longer be necessary to provide centre lines on residential streets with a 20mph limit.

Table 1

	2015/2016						2016/2017				2017/2018		
	Cost	Cap	CWSS	Comm Links	SG	SCSP	Cap	CWSS	Comm Links	SG	Cap	CWSS	Comm Links
Design + Construction	1900		150	150			300	250	550		100	150	250
Awareness Raising	190		30			65		60				35	
Monitoring	130	35			35		30			30			
Total	2220	35	180	150	35	65	330	310	550	30	100	185	250

Cap	Transport Capital Budget
CWSS	Cycling, Walking and Safer Streets (Scottish Gov)
Comm Links	Community Links (SUSTRANS)
SG	Scottish Government
SCSP	Smarter Choices, Smarter Places (Scottish Gov)

(Note: All figures are representing thousands £)

Risk, policy, compliance and governance impact

- 6.1 As highlighted in the framework for implementation put forward in this report, the delivery of the project within the stated timetable depends on funding bids from external sources being successful.
- 6.2 There are no other identified risks or impacts on policy, compliance and governance arising from this report should it be approved.

Equalities impact

- 7.1 The proposed implementation plan takes account of the road safety needs of all users, notably vulnerable users such as pedestrians, cyclists, young and older people. Due regard has been given to the protected characteristics through the development of the implementation plan. An Equalities and Rights Impact Assessment has been carried out and will be reviewed throughout the implementation process to ensure there are no infringements of rights or impacts on duties under the Act.

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 a 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 A public and stakeholder engagement programme on the selected 20mph network ran from 17 June to 17 October 2014.
- 9.2 Further public consultation will be undertaken as part of the statutory process for the SLO.
- 9.2 Discussions will take place with partners during the design stages, including when necessary local communities.

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, 3 June 2014

Committee report approving the proposed 20mph network, 13 January 2015

John Bury

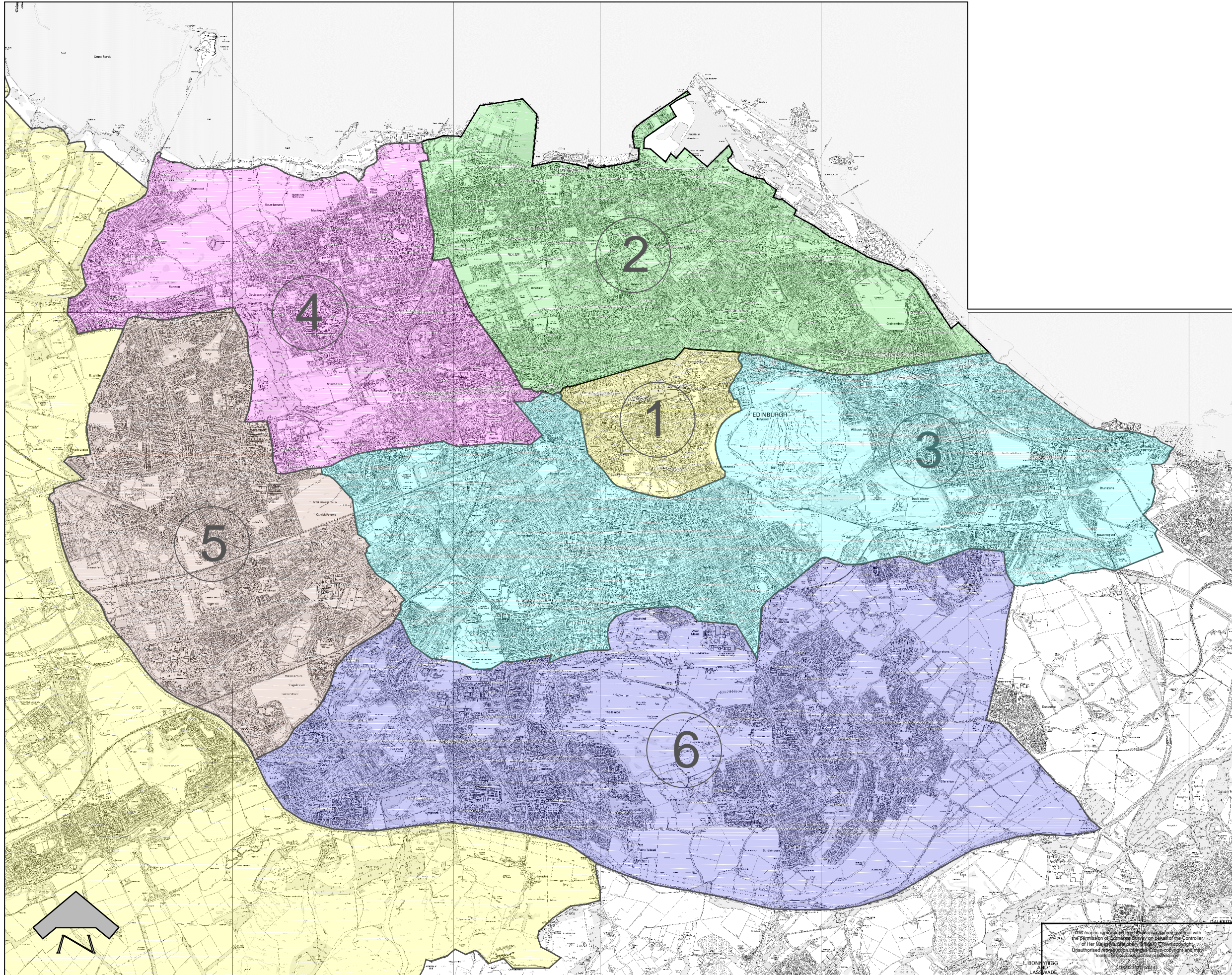
Acting Director of Services for Communities

Contact: Craig Wood, 20mph 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	Appendix 1 - Phasing maps



20 mph Proposals

Edinburgh East

Key

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

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THE CITY OF EDINBURGH COUNCIL

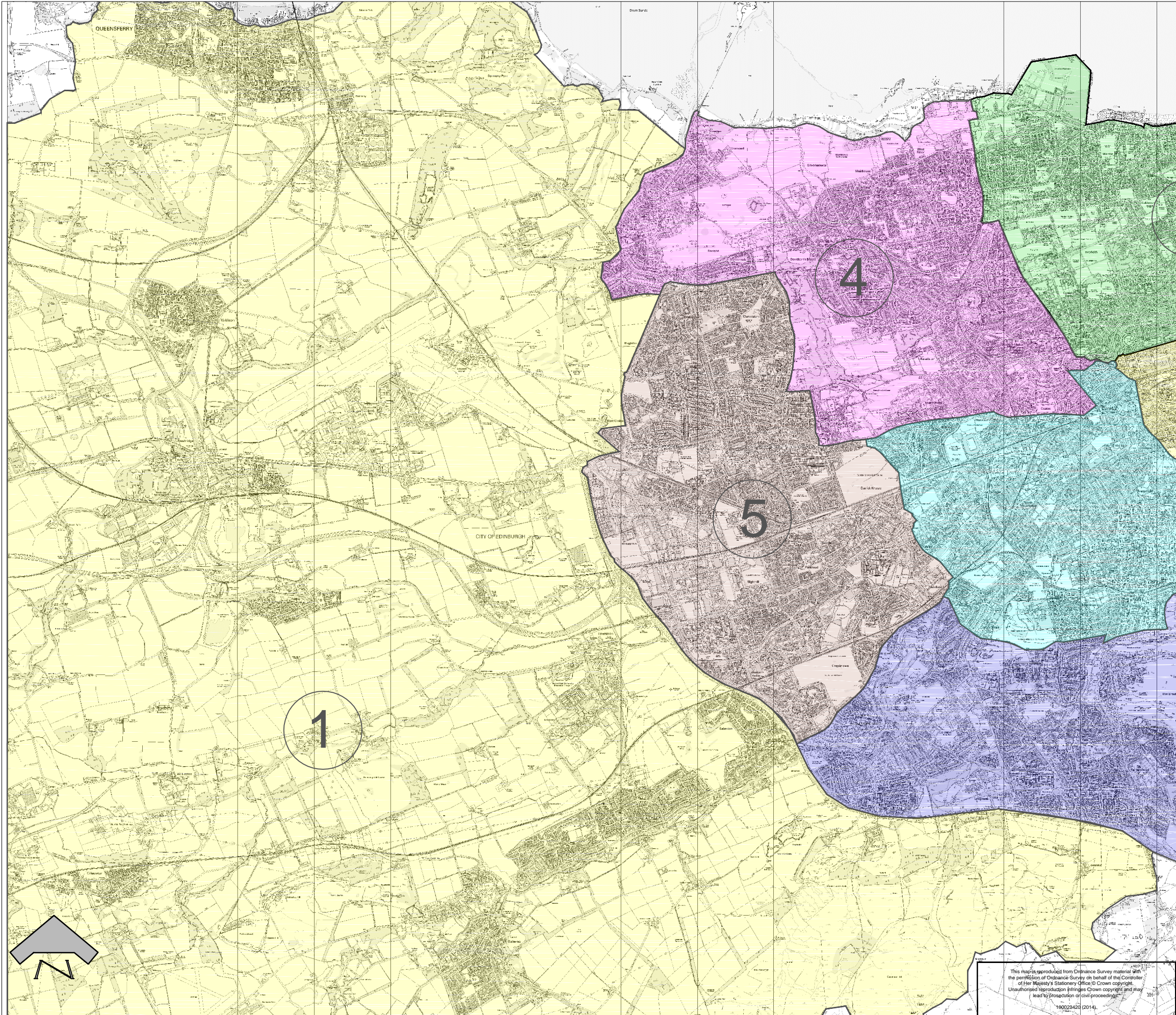
SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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20mph Network Proposals

City Wide - Urban Area
Implementation Phasing Plan

Date: 12 January 2015	Job No.: 672924	Drawn by: A Tinto
Scale: Not to Scale		Checked by: C Wood

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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	
20mph Network Definition			
City Wide - Rural Area Implementation Phasing Plan			
Date: 12 January 2015	Job No.: 672924	Drawn by: A Tinto	
Scale: Not to Scale		Checked by: C Wood	
DRG. NO. SP/672924/3/004			

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160028420 (2014)

Transport and Environment Committee

10.00 am, Tuesday, 17 March 2015

Delivery of the Local Transport Strategy 2014-2019: Priorities for Installing On-Street Electric Vehicle Charging Points in Edinburgh

Item number	7.7
Report number	
Executive	
Wards	All.

Executive summary

This report seeks approval for prioritising the installation of on-street vehicle charging points in Edinburgh. This will be part of the implementation process of the Local Transport Strategy 2014-2019.

The report also seeks authorisation for a scheme to pilot on-street electric vehicle charging points in the Marchmont and Sciennes area, to identify demand and any issues, such as parking and streetscape, associated with their operation.

Links

Coalition pledges	P50 , P51
Council outcomes	CO18 , CO22 , CO26
Single Outcome Agreement	SO2

Delivery of the Local Transport Strategy 2014-2019: Priorities for Installing On-Street Electric Vehicle Charging Points in Edinburgh

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the current location of publicly available charging points;
 - 1.1.2 approves the priorities for installing on-street vehicle charging points in Edinburgh, as set out in this report; and
 - 1.1.3 authorises the Director of Services for Communities to proceed with preparations for a pilot of on-street electric vehicle charging, in partnership with Transport Scotland and report back in summer 2015 with details of locations, estimated cost, parking charges for bays used for charging, together with a detailed plan and programme.

Background

- 2.1 In late 2013, there were approximately 878 ultra low emission vehicles registered in Scotland, of which 75 were in Edinburgh. By September 2014, the number in Edinburgh had increased to 121. At a national level, the Scottish Government has an objective of the almost complete decarbonisation of transport by 2050, initially commencing with a move to electric vehicles. However, other low emission technologies, such as hydrogen fuel cells, are also likely to play a part in this process.
- 2.2 The City of Edinburgh Council has declared five Air Quality Management Areas as the result of concentrations of Nitrogen Dioxide (NO₂), largely generated by internal combustion engines. Encouraging the use of electric vehicles in Edinburgh would help reduce the local emission of air pollutants and greenhouse gases from road transport.
- 2.3 To date, Transport Scotland has given financial support for the provision of public electric vehicle charging points primarily at off-street locations, such as Council premises, higher education campuses and commercial sites. It has also prioritised the overnight recharging of electric vehicles at home and has made funding available, through the Energy Savings Trust, for this.

- 2.4 Transport Scotland has not prioritised, or funded, the installation of on–street charging points. To progress these facilities will require action at the local level.

Main report

3.1 The provision of on–street charging points is a Class 30 development under the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2014. This Class is not covered by an Article 4 direction in any part of Edinburgh, as alternative processes to protect the streetscape have been put in place. The Council therefore has permitted development rights to install its own electric vehicle charging points, to provide a public service.

3.2 The City of Edinburgh Council’s Local Transport Strategy 2014-2019, section 5, “Protecting our Environment” has objectives:

To contribute to Edinburgh’s carbon emissions targets through a range of transport related measures.

To reduce pollutant emissions in order that the city meets statutory Scottish air quality standards.

3.3 An action to assist in the implementation of Local Transport Strategy 2014-2019, policy **Env 2**, is the preparation of a set of priorities for the location of electric vehicle charging points.

3.4 In response to requests from Edinburgh residents and businesses, priorities for on-street charging points have been developed. The Council’s resources will be applied to providing on–street electric vehicle charging points in the following order of priority:

- 1) A pilot of on–street charging, to commence in 2016, consisting of a number of on–street charging points in the Marchmont-Sciennes area, serving both public and car club bays.
- 2) Charging points at bays for use by plug–in car club vehicles.
- 3) On–street charging for electric buses on services that serve Edinburgh’s Air Quality Management Areas.
- 4) In areas not already served by the public charging points, shown in the Appendix: charging points for all plug–in cars and vans.

- 3.5 The first priority is to pilot on–street charging of plug–in vehicles in an area of high density development where off-street charging is currently not possible. This type of area is also most likely to be in or near an Air Quality Management Area. Once results of the pilot area are known, the provision of charging points at bays for car club vehicles offers a chance to reduce the environmental impact of that type of car use. Charging points for on–street charging of buses is the next priority, as they would assist in reducing emissions from buses serving the Central Air Quality Management Area. The fourth priority is to fill in the geographic spread of charging points, to encourage the general use of electric vehicles.
- 3.6 Transport Scotland has indicated that it would be willing to be a partner, with the Council, in such a pilot scheme. The pilot will allow the identification of issues that arise from the operation of on–street charging points, together with its impacts on parking, streetscape and electric vehicle use. The pilot will be preceded by a local consultation on the location of charging points within the pilot area.
- 3.7 It is proposed that the pilot, in the Marchmont and Sciennes area, will involve installing several on-street charging points, between adjacent parking and car club bays. This area has a high proportion of flat/tenements and households with two or more cars. Compared to single car households, it has been found that households with multiple cars have a higher tendency to replace a conventional vehicle with an electric one.
- 3.8 When parking spaces are allocated to the charging of electric vehicles, there is the risk that the spaces may be occupied by conventionally powered vehicles. Traffic Regulation Orders will therefore be needed to reserve these spaces for plug–in electric vehicles.
- 3.9 The introduction of the pilot scheme will be supervised by a Project Board, which will include representatives of Transport Scotland and Council staff from the South Neighbourhood, Environmental Health, Parking, Streetscape and Strategic Planning.
- 3.10 In the event that any Pay and Display spaces are needed for the location of charging points, in the pilot area, it is anticipated that Committee will be asked, in summer 2015, to agree the parking charge and duration of stay for plug–in vehicles. The impact of the parking charges and duration applied in the pilot area will be covered in a subsequent progress report to Committee. There will be no charge made for the electricity used by plug–in vehicles in the pilot scheme.
- 3.11 The process of putting a Traffic Regulation Order in place requires a minimum of six months, it is therefore anticipated that the pilot will commence during the second half of 2016. The pilot will involve monitoring of the use of the on-street charging points, to obtain information on operational issues and the demand for charging.

- 3.12 It is anticipated that the electricity supply infrastructure to the charging points in the pilot scheme can be installed within the timescale for a Traffic Regulation Order.
- 3.13 Committee will receive a report on progress during summer 2015. This will set out the area to be covered by the pilot and will give details of the geographic spread of the on-street charging points. It will also set out a detailed plan and programme. It will also cover the estimated costs involved in the pilot scheme.
- 3.14 It is proposed that the next priority will be to install charging points at car club bays across Edinburgh, to facilitate the use of plug – in cars by car club operators.
- 3.15 The third priority area will be to provide electric power for the bus and taxi fleets serving Edinburgh, as this will contribute to improving air quality in the city's Air Quality Management Areas. The main bus operators are already upgrading their fleets to include vehicles which incorporate hybrid and electric technology. The Council will actively encourage and facilitate operators in those endeavours.
- 3.16 The fourth priority will be on-street charging for cars and vans, in those parts of Edinburgh furthest away from the public charging points currently available. These charging points are plotted on the map attached as an Appendix.

Measures of success

- 4.1 Establishment of a successful pilot of on-street charging in the Marchmont and Sciennes area, with charging point use at a rate similar to current charging points available elsewhere in Edinburgh.

Financial impact

- 5.1 The costs of the planned pilot scheme and potential funding sources will be reported to Committee during summer 2015.

Risk, policy, compliance and governance impact

- 6.1 If the recommendations in this report are not accepted the impact would be:
- a reduced ability to meet the targets in the Council's Local Transport Strategy 2014-2019; and
 - a reduction in progress in meeting air quality targets.

Equalities impact

- 7.1 If authorised, the provision of on-street electric vehicle charging points will promote the use of low emission electric vehicles and thereby reduce the emissions of air pollutants from road traffic. This will reduce the adverse health impacts of these pollutants.
- 7.2 To mitigate the impact of social inclusion arising from encouraging a form of private motoring, the planning stage of the installation project will identify means of avoiding the negative impact on public transport, walking and cycling.
- 7.3 To mitigate the impact on mobility impaired car users, the planning stage of installing on-street electric vehicle charging will consider needs of people with mobility difficulties who need to use plug -in cars.

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 as Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions because it will encourage the uptake of plug-in electric vehicles, which can use electricity from renewable sources.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because on-street charging points offer a dispersed pattern of supplying renewable energy. The dispersal will reduce the risk of electric vehicles being unable to obtain any power in the event of disruption by climate change impacts.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because prioritising the locations for on-street electric vehicle charging points to areas of demand is likely to increase use of low emission vehicles.

Consultation and engagement

- 9.1 The draft Local Transport Strategy 2014-2019, including Policy **Env 2**, was the subject of a public and stakeholder consultation.
- 9.2 The location of on-street charging points, in the pilot area agreed with Transport Scotland, will be the subject of a local resident and stakeholder consultation.

Background reading/external references

Local Transport Strategy 2014–2019:

http://www.edinburgh.gov.uk/downloads/file/878/local_transport_strategy_2014-2019

Climate Change Framework:

http://www.edinburgh.gov.uk/downloads/file/2027/city_of_edinburgh_council_climate_change_framework_2007

Sustainable Edinburgh 2020:

http://www.edinburgh.gov.uk/info/20142/sustainable_development_and_fairtrade/841/sustainable_edinburgh_2020

Transport 2030 Vision:

http://www.edinburgh.gov.uk/downloads/download/120/transport_2030_vision

John Bury

Acting Director of Services for Communities

Contact: Clive Brown, Project Officer, Strategic Planning

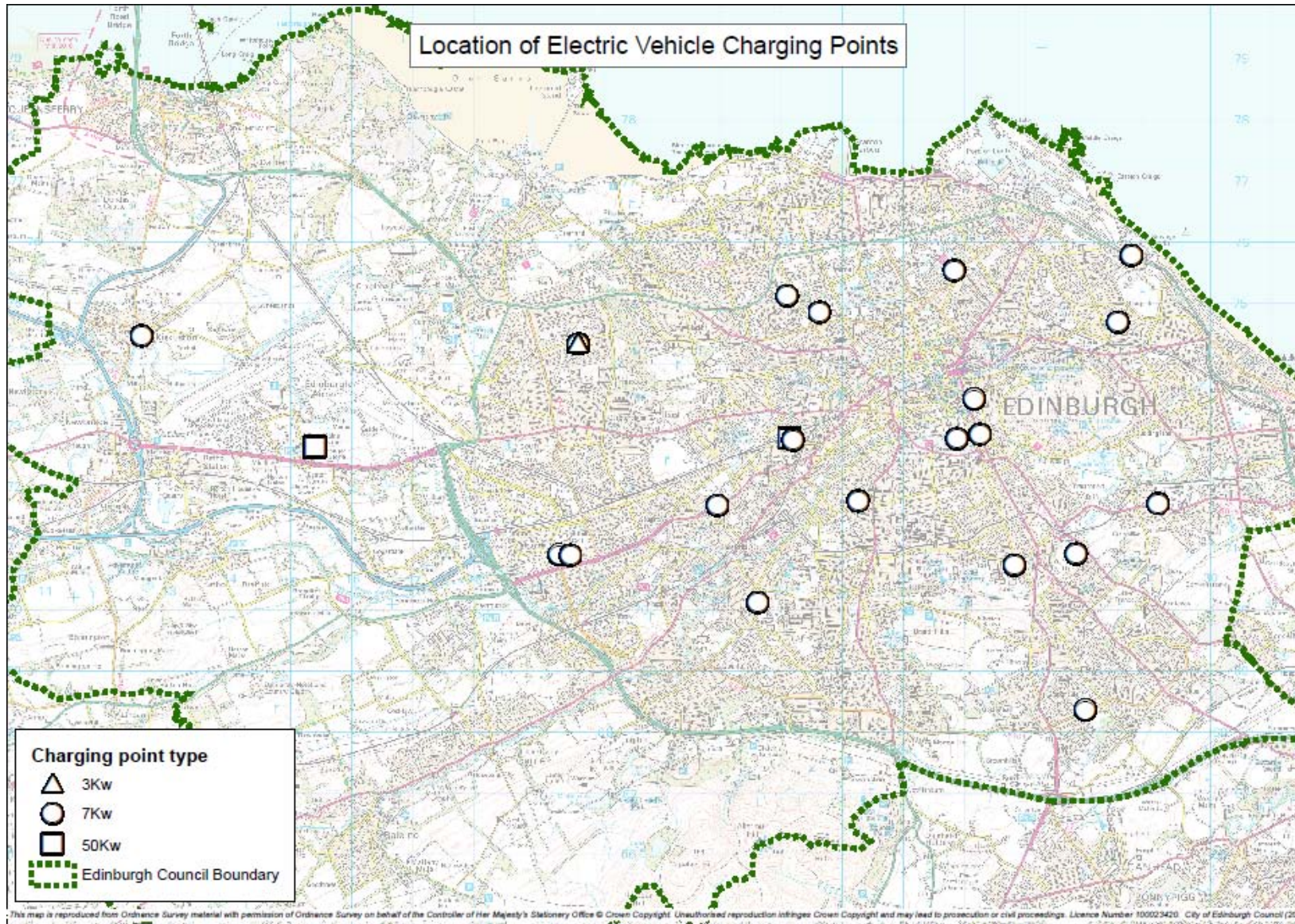
E-mail: clive.brown@edinburgh.gov.uk | Tel: 0131 469 3630

Links

Coalition pledges	P50 - Meet greenhouse gas targets, including the national target of 42% by 2020. P51 - Investigate the possible introduction of low emission zones.
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	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	Map of Public Charging Points in Edinburgh, As At December 2014.

APPENDIX

MAP OF PUBLIC CHARGING POINTS IN EDINBURGH, AS AT DECEMBER 2014



Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Cleanliness of the City

Item number	7.8
Report number	
Executive/routine	Routine
Wards	All

Executive summary

In December 2014, Keep Scotland Beautiful (KSB) undertook the latest 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 city wide cleanliness score of 71 was achieved, with 96% of streets surveyed achieving the nationally recognised standard of cleanliness. This was an improvement on the previous survey undertaken in September 2014, where a score of 69 was achieved with 94% of streets classed as clean (Appendix 1 and 2).

All neighbourhoods achieved a cleanliness score of 67 or greater. Three neighbourhoods 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 two achieving a score of 80.

The report also updates Committee on the bin refurbishment programme, litter campaigns, trade waste controls project and a new flytipping project.

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 note the content of this report.

Background

- 2.1 CIMS is the method used by The City of Edinburgh Council to assess street cleanliness. Keep Scotland Beautiful (KSB) manages the CIMS scheme nationally and carries out four independent assessments each year. In December 2014, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness.
- 2.2 Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets. Each transect is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). An 'A' grade indicates no litter whatsoever, whereas a 'D' grade signifies major accumulations along the transect. Grade A and B represent an acceptable standard of cleanliness, while Grade C and D are noted as unacceptable. The grades are then given a points value - from 3 points for an 'A' grade, to 0 points for a 'D' grade. The transect scores for each neighbourhood and ward are then aggregated up to a score out of 100. A score of 67 or above indicates that an area meets the national standard of cleanliness i.e. the majority of transects in that area were assessed as A or B. The same methodology is used for the 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 2013/14 are a citywide CIMS score of 72, with a secondary target of 95% of streets surveyed as clean.

3.1 The results of the December 2014 survey are summarised in Figure 1 below.

Neighbourhood	CIMS Score	% streets clean
West	72	97
South	69	99
South West	74	97
North	77	97
East	70	91
City Centre & Leith	67	93
City wide	71	96

Figure 1: Summary of December 2014 CIMS street cleanliness results

- 3.2 The Council achieved the nationally recognised standard of cleanliness (a score of 67), but fell short of the meeting the internal target of 72 by one point (Figure 1).
- 3.3 The overall CIMS score of 71 for this assessment is an improvement on the previous assessment undertaken in September 2014, where a score of 69 was achieved (Appendix 1). It equals the score of 71 achieved in December 2013.
- 3.4 The percentage of streets clean figure of 96% exceeds the Council target of 95% and is an improvement on the 94% achieved in the previous survey (Appendix 2).
- 3.5 Three neighbourhoods received a cleanliness score equal or greater to the city wide target of 72 (Figure 1), an improvement from September 2014 where only one neighbourhood achieved this (Appendix 4).
- 3.6 Of the six neighbourhoods, all achieved or exceeded the national cleanliness target of 67 (Appendix 4).
- 3.7 Of the 17 Wards (Appendix 5):
- Thirteen Wards met or exceeded the council target of 95% of streets surveyed as clean.
 - Of these, five Wards achieved a result of 100% clean for acceptable standards of cleanliness.

- Four Wards failed to meet the council target of 95% of streets surveyed as clean.
 - Eight Wards met or exceeded the council target cleanliness score of 72.
 - Fourteen Wards met or exceeded the national standard of cleanliness score of 67.
 - Three Wards fell short of achieving the national standard of cleanliness score of 67.
- 3.8 Incidences of dog fouling across the city were recorded at 2%, a large improvement on the 6% recorded in the previous survey undertaken in September 2014.
- 3.9 It should be noted that pedestrian derived litter constitutes the greatest source of litter in the city, with 85% of litter classed as originating from this source.
- 3.10 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.
- 3.11 It should be noted that these assessments took place over a period of wintry weather, during which some neighbourhood Task Force teams were redirected from their daily tasks to engage in winter weather gritting activity.

City Centre and Leith Neighbourhood - CMS 67, 93% clean

- 3.12 The City Centre and Leith Neighbourhood scored 67, achieving the national acceptable level of cleanliness.
- 3.13 The City Centre Ward scored 68, which is a five point improvement on the previous survey, and one point above the national acceptable level of cleanliness. This score is the highest December result since independent monitoring by KSB began in 2000. In the month of December, to deal with the increased activity associated with the Winter Festivals and the Christmas period, four additional Barrow Beats targeted areas of increased footfall. These were targeted at the times that they were most required, which may have assisted in this record result for this Ward.
- 3.14 Leith Walk Ward scored 65, two points below the national acceptable level of cleanliness. Of the 16 streets surveyed however, only one street fell below the acceptable level of cleanliness. This meets the Council's target of 95% of all

streets clean for this Ward. In the street that did not meet the acceptable level of cleanliness, fly tipped furniture was observed.

- 3.15 Leith Ward Scored 68 which is one point above the national acceptable level of cleanliness.
- 3.16 The survey data will continue to be used in conjunction with data from the Confirm Environmental System to help effectively deploy resources and target enforcement action across the Neighbourhood.

North Neighbourhood - CIMS 77, 97% clean

- 3.17 North Neighbourhood achieved an overall CIMS score of 77 in December. Forth (Ward 4) scored 73 and Inverleith (Ward 5) scored 80.
- 3.18 Two grade C's were recorded. A transect in West Pilton Crossway received a grade C for domestic waste dumped beside recycling bins, creating litter problems. Canon Street in Inverleith (Ward 5) received a grade C for litter in gutters, graffiti, and fallen leaves/weeds.
- 3.19 Of the streets inspected, 96% met or exceeded the minimum standard of cleanliness in Forth (Ward 4) and 97% in Inverleith (Ward 5).
- 3.20 Increased street cleansing operations continue in Forth (Ward 4), predominantly in the Pilton area, to pick up excess domestic waste and dumped items by recycling areas and in back plots. Local Environmental Wardens continue to target their efforts on litter and smoking-related concerns in both wards.

East Neighbourhood - CIMS Score 70, 91% clean

- 3.21 The East Neighbourhood received a score of 70, three points above the national standard of cleanliness. Of the 47 streets surveyed, 91% of streets were assessed as clean.
- 3.22 Portobello/ Craigmillar (Ward 17) achieved a score of 73 with an impressive 100% of streets assessed as clean.
- 3.23 Craigentenny & Duddingston (Ward 14) achieved a score of 65 with 82% of streets assessed as clean. Four streets in this ward failed to meet the acceptable standard of cleanliness of 95% of streets clean. At Lochend Square and Loaning Road domestic waste spillage was observed. On Loganlea Drive there was consistent litter within the transect. On Piershill Square East consistent small items of litter/adjacent gardens heavily littered were found.
- 3.24 All four sites were returned to an acceptable standard of cleanliness shortly after being reported by the assessors on the day.
- 3.25 The East Neighbourhood team is working closely with colleagues in the Environment Service Support Unit to address sources of litter identified as

escaping from the presentation of waste containers. The local Environmental Wardens continue to focus on this matter, with five fixed penalty notices issued in November for trade and domestic waste offences. The team is progressing site visits with the relevant housing officers to tackle the problem of heavily littered gardens identified during this survey.

- 3.26 CIMS scores in the East Neighbourhood have improved since June 2014, increasing from 65 in June, to 66 in September, and to 70 in December.

South West Neighbourhood - CIMS Score 74, 97% clean

- 3.27 Pentland Hills (Ward 2), Colinton/Fairmilehead (Ward 8) and Fountainbridge/Craiglockhart (Ward 9) attained scores of 77, 80 and 71, with percentage clean results of 96%, 95% and 100% respectively. Sighthill/Gorgie (Ward 7) scored 66 with 96% of streets assessed as being acceptably clean. Of the 88 locations examined, there were three failures.
- 3.28 Whilst smoking and confectionary related litter continues to account for a substantial percentage of the problem, two of the three failure locations were directly related to escaped recyclable litter from kerbside collection receptacles, as noted by the KSB Inspector in his feedback.
- 3.29 The score of 66 for Sighthill/Gorgie (Ward 7) is a marked improvement from the score of 61 achieved in September. This can be attributed to increased barrow beat activity, the continued roll-out of new litter bins, and the targeting of litter hotspots and trade waste problems by local Environmental Wardens. It is proposed to continue with these procedures and to re-establish a previously used education and awareness programme with local schools. The continued roll-out of the new kerbside recycling service should also benefit the neighbourhood through increased use of wheeled bins to contain household waste and recycling.

South Neighbourhood - CIMS Score 69, 99% clean

- 3.30 The South Neighbourhood achieved a cleanliness index score of 69, with the area achieving a 99% clean result. The previous percentage clean result for the South in September 2014 was 93% with an overall cleanliness index result of 70.
- 3.31 Morningside (Ward 10) achieved a result of 67, a reduction of one point from the September assessment. Southside/Newington (Ward 15) achieved a result of 72, an increase of one point from September. Liberton/Gilmerton (Ward 16) received a score of 69, a two point increase from September 2014.
- 3.32 In the autumn period, focus was given to Morningside (Ward 10) and Southside/Newington (Ward 15) due to their significant tree populations which

can cause difficulties on the footways when fallen leaves are wet. Significantly, the neighbourhood received a 100% clean result in both these wards as a consequence of these concentrated efforts, with Morningside (Ward 10) showing an increase of 16% in the streets clean scoring. Liberton/Gilmerton (Ward 16) achieved a 99% clean assessment which is a 6% improvement on the September assessment score.

- 3.33 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. A significant effort was made in removing leaf fall from the neighbourhood area and the team experienced an increase in customer requests for leaf removal. The teams tackled these as effectively as possible which provided some significant improvement in the clean streets assessment being achieved.

West Neighbourhood - CIMS Score 72, 97% clean

- 3.34 The West Neighbourhood achieved an overall CIMS score of 72 with 97% of streets meeting the required standard in December 2014. Almond (Ward 1) scored 74 and 97% clean, Drum Brae/Gyle (Ward 3) scored 73 and 100% clean, and Corstorphine/Murrayfield (Ward 6) achieved a score of 68 and 93% clean.
- 3.35 One D grade was observed on The High Street in Kirkliston and 2 grade C results were observed in Ladywell Road and Forester Park Loan in Corstorphine/Murrayfield (Ward 6). All of the poor results related to domestic waste or general litter in the kerb line or contained in leaves in areas where fallen leaves had accumulated. All of the surveyed streets in the Drum Brae/Gyle (Ward 3) met the required cleanliness standard.
- 3.36 Fourteen A Grade results were achieved in this survey, mainly in Almond (Ward 1) and Drum Brae/Gyle (Ward 3). Two of the 29 inspections carried out in Corstorphine/Murrayfield (Ward 6) failed to meet the required standards, due to litter or domestic waste in residential areas. As a result of these outcomes, Task Force team leaders will focus on early identification and removal of litter in these residential areas.

Litter Campaigns

- 3.37 Through the Clean Up Edinburgh campaign, the Council supports community clean-ups by providing information and clean-ups kits. Members of the public can find out how to organise or participate in such an event via the [Council's website](#). In 2014, the Council supported 110 community clean-up events with 6000 participants. There is also information available on the website on how to

report litter incidents and encouragement for residents to take the [Clean Up Edinburgh Pledge](#).

- 3.38 Within the Environment Service Support Unit (SSU), an Open Space Strategy Team has been established to focus on bringing a consistent approach to street cleansing operations and identifying best practise to improve services. Work will commence in Spring 2015 to produce a litter plan for Edinburgh. This will provide a strategic overview and action plan detailing how the Council will tackle litter management and prevention. Input and feedback will be sought from frontline Environment and Community Safety staff, residents groups and Business Improvement Districts about the content of the plan, which will be based on a national template from Zero Waste Scotland. It is anticipated that the plan will be completed by Autumn 2015.
- 3.39 Waste Services is piloting a new award for businesses to encourage them to play their part in helping to keep the streets clean and green. The 'Tidy Business Award' is an accreditation scheme coordinated by the City of Edinburgh Council in conjunction with the Clean up Edinburgh Campaign. This scheme aims to reward, educate and encourage good environmental practice by businesses helping to make Edinburgh a clean and green city. The pilot scheme covers businesses on Easter Road, Morningside Road and Rose Street, which are all eligible to sign up.
- 3.40 There are three levels of the award, determined by specific criteria dependant on different actions to qualify. The criteria for the awards scheme reflects the commitment required from each business to keep the city clean. There are minimum requirements for any award, with additional obligations for Silver and Gold levels.
- 3.41 All new businesses will be assessed by a City of Edinburgh Council Officer who will determine whether the essential criteria had been met. An appropriate level of award will be allocated and ongoing assessment will take place to ensure that the award holder continues to meet the standards.
- 3.42 Initial discussions with businesses have been carried out and interest in taking up the award has been positive. The next step is to begin the sign up of businesses (to be completed by mid March 2015) and to promote, through the local media and trade press, the launch of the awards at the beginning of the new financial year in April 2015.
- 3.43 A flyer for the awards is included in Appendix 6.

Citywide Implementation of Trade Waste Strategy

- 3.44 Previously reported to Transport and Environment Committee on 28 October 2014 through the report "Trade Waste – Pilot Evaluation and Policy Recommendations", the aim of this project is to minimise trade waste

permanently stored on, or presented for collection on, public space through the use of clear guidelines on storing/presenting waste, education for businesses on meeting legal obligations, the removal of general waste containers from areas, and effective enforcement to embed changes.

- 3.45 Building on the success of the pilot project in Rose Street, the High Street and Leith Walk, the project is to be carried out in three phases;
- Phase 1 - the city centre (Ward 11/world Heritage Site). This will be divided into 6 areas and progressed on a rolling basis.
 - Phase 2 - areas identified by neighbourhoods where storage/presentation of Trade waste is an issue.
- Phase 3 - the rest of the city.
- 3.46 The new requirements will mean a significant change for businesses in Edinburgh and trade waste carriers will need to adjust their collection schedules to fall in line with the collection windows. However through better controlling waste there will be a decrease in burst bags, nuisance animals, and smells. This will have a positive effect on the environmental health across Edinburgh.
- 3.47 A communication plan will support the project and a working group has been set up to review and update the enforcement process. Further meetings are underway with key stakeholders and the waste carriers to inform and update them on the project and discuss how they plan to tackle the changes. Additionally, a detailed briefing note on the project was circulated to Councillors on Wednesday 4 February 2015.
- 3.48 Phase 1 of the roll-out will commence from 1 April 2015.

Bin Refurbishment Scheme

- 3.49 A programme to wash communal food bins is underway to improve the cleanliness of these bins and remove the perceived barrier to participation that a poor condition may present. The frequency of the bin washing programme will be six monthly whilst also responding to emergency cleaning requests.
- 3.50 A rolling programme of refurbishment and repair of communal on-street refuse bins has commenced with the refurbishment of landfill refuse bins in Ward 12, Leith Walk. Work is initially focusing on 1280 litre bins in the Leith Walk and Easter Road area between Albert Street and Gordon Street where there are approximately 280 bins.
- 3.51 Timescales for repairs will vary depending on the condition of the bin however it is estimated that approximately 50 bin repairs can be done per week.
- 3.52 Repairs will generally involve the following;
- Bins washed

- Lids and wheels removed
- Bins painted
- Lifting and locking mechanisms checked
- Lids and wheels replaced
- Stickers applied

3.53 Once the refuse bins have been refurbished, the team will focus on refurbishing recycling bins within this same location before moving onto the next area of the programme. Selection of the areas where bins are to be refurbished is done geographically, working outwards from the initial Leith Walk and Easter Road area.

Flytipping

3.54 Zero Waste Scotland (ZWS) has awarded the Council with £50,000 from its Innovation Fund, to implement different interventions to reduce flytipping and measure the impact these have on the irresponsible disposal of waste.

3.55 Four areas in different locations across the city were identified as having issues with high levels of flytipping. Three of these areas were subject to a different approach towards tackling this problem. One location was identified as a control area, where no action was taken. The interventions were implemented at the beginning of February and will conclude at the end of March 2015. The approaches involve:

- Infrastructure: changes to the recycling service in the identified area were implemented at the beginning of February. This involved changes to lids of bins and the application of bin stickers to make each type of recycling bin easy to identify. Letters and guides were distributed to residents in the affected area.
- Enforcement: Increased Environmental Warden patrols working with public space CCTV operators took place in the identified area. Additional educational materials such as bin stickers, pavement stencils and lamp post signage were distributed. These materials included messages about the illegality of dumping items besides bins and the potential for a Fixed Penalty Notice (FPN).
- Education: A range of educational materials such as bin stickers, lamp post signs and posters for communal stairs were distributed throughout the identified area. These include messages about the National re-use hotline, the Council's Special Uplift Service and information about the potential for flytipping to result in the issue of a FPN.

3.56 One of the key criteria for measuring the success of this project is the avoidance of widespread publicity. This should ensure that residents' regular behaviour is

not altered and will enable the Council to measure better the success of the different techniques being used.

- 3.57 Local Environment Audit and Management Systems (LEAMS) surveys were carried out in each of the four areas in the weeks leading up to the launch of the interventions, during the project itself and will be carried out again the week after its close. The data produced by these assessments will be provided to ZWS, in addition to a summary report. ZWS will establish the success of the different interventions based on this information and potentially use the Edinburgh pilot as an example of best practice to roll out to other local authorities in Scotland. The funding has also given the Council the opportunity to produce communication tools that can be used across the city in the future.

Measures of success

- 4.1 To achieve the national standard of cleanliness CIMS score of 67 as a minimum in all areas
- 4.2 To achieve a city wide CIMS score of 72.

Financial impact

- 5.1 £50,000 grant from Zero Waste Scotland awarded to Waste Services for a Flytipping initiative.
- 5.2 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

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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 December 13 – December 14. Appendix 2 - Percentage of Streets Clean Score

December 13 – December 14.

Appendix 3 - Cleanliness by Neighbourhood Area

December 13 – December 14.

Appendix 4 - Cleanliness by Neighbourhood Area

December 13 – December 14.

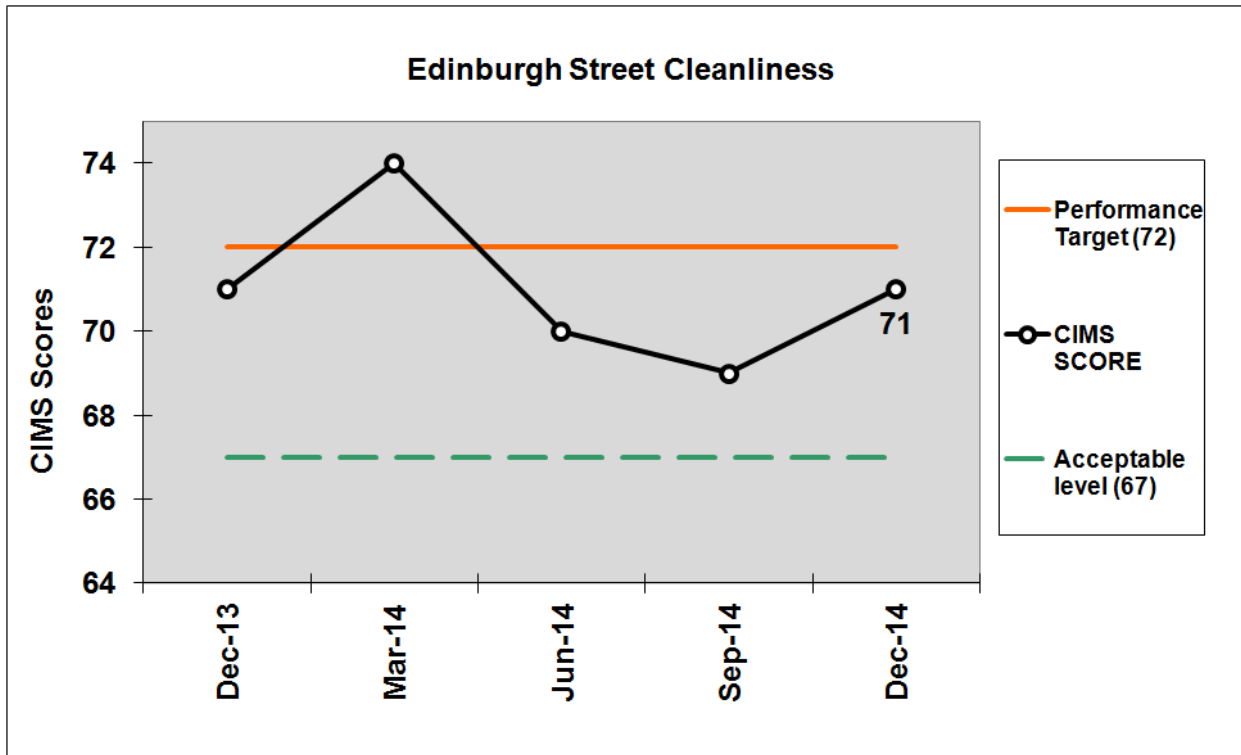
Appendix 5 - Cleanliness by Ward

December 13 – December 14.

Appendix 6 – Tidy Business Award Flyer

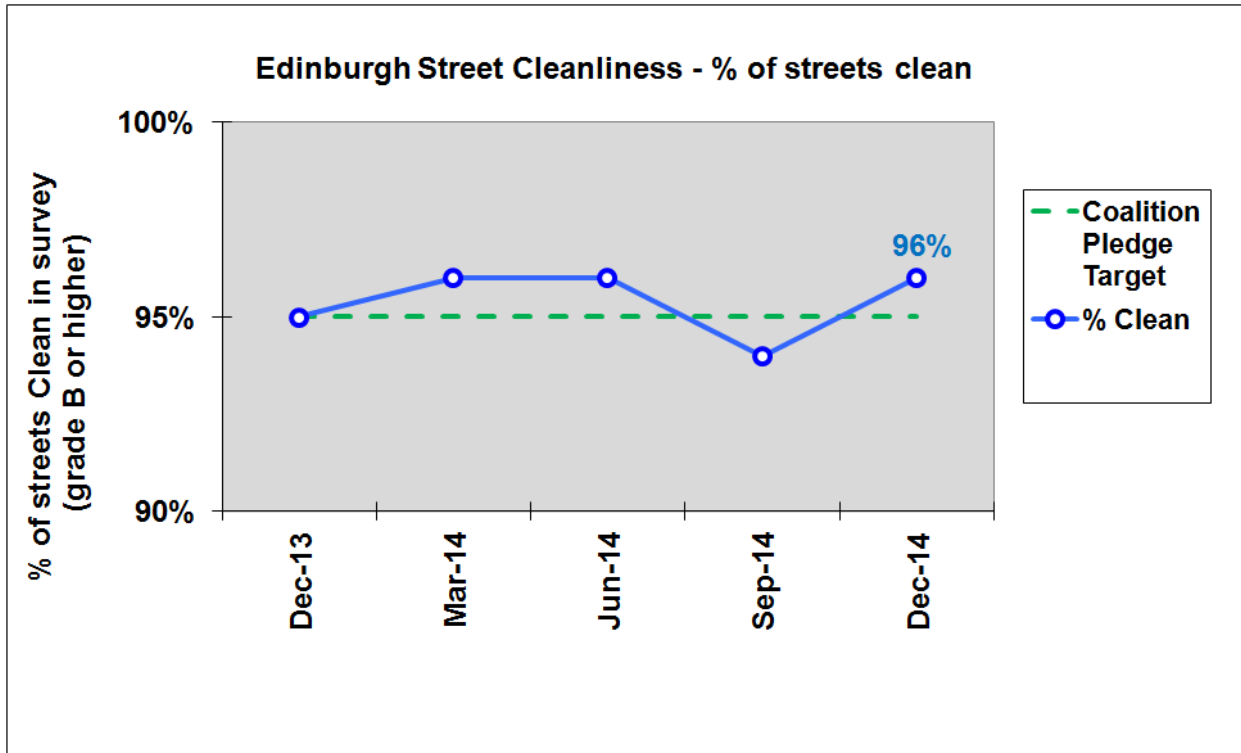
Appendix 1

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



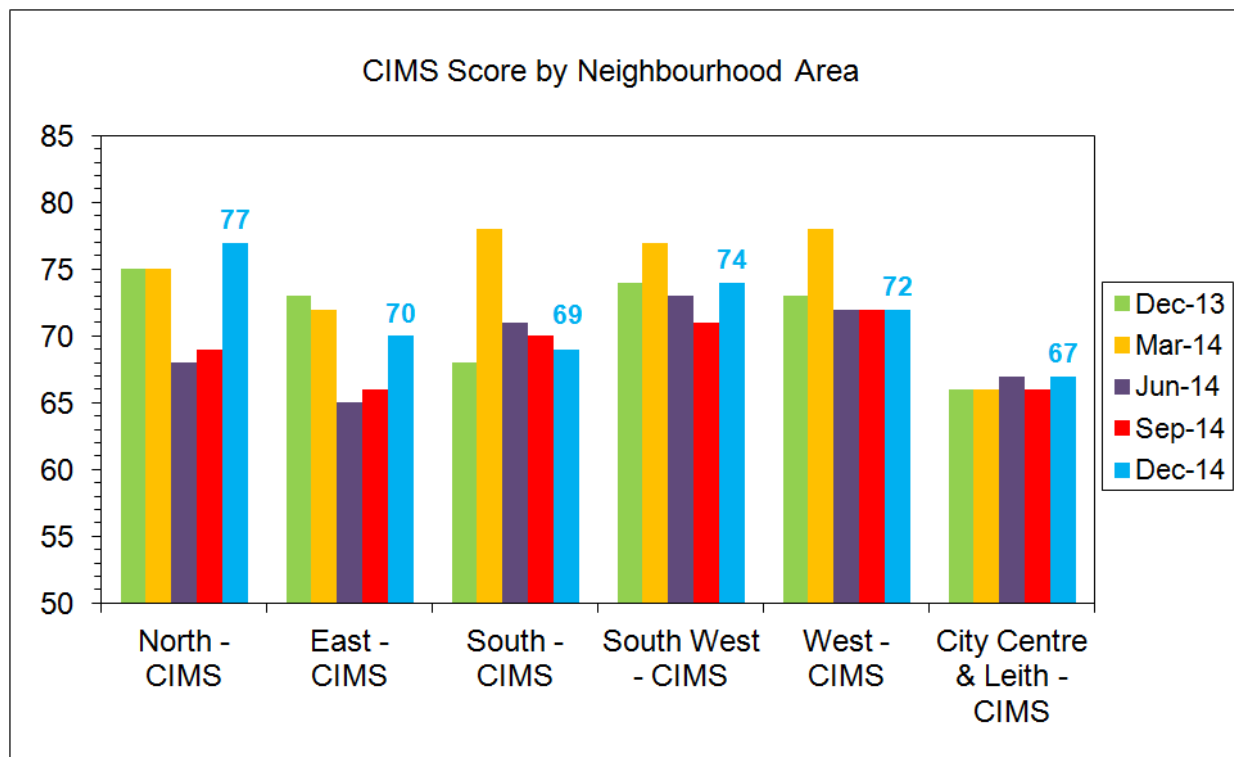
Appendix 2

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



Appendix 3

Cleanliness by Neighbourhood – CIMS (December 13 – December 14)



Appendix 4

Cleanliness by Neighbourhood – CIMS (December 13 – December 14)

Area	Dec-13	Dec-13	Mar-14	Mar-14	Jun-14	Jun-14	Sep-14	Sep-14	Dec-14	Dec-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	75	98%	75	100%	68	98%	69	89%	77	97%	↑	↑	↑	↓	Y
East	73	98%	72	94%	65	87%	66	94%	70	91%	↑	↓	↓	↓	N
South	68	92%	78	94%	71	100%	70	93%	69	99%	↓	↑	↑	↑	Y
South West	74	97%	77	93%	73	98%	71	95%	74	97%	↑	↑	→	→	Y
West	73	96%	78	100%	72	96%	72	96%	72	97%	→	↑	↓	↑	Y
City Centre	66	92%	66	94%	67	92%	66	93%	67	93%	↑	→	↑	↑	N
CITYWIDE	71	95%	74	96%	70	96%	69	94%	71	96%	↑	↑	→	↑	Y

Appendix 5

Cleanliness by Ward (December 13 – December 14)

Ward	Area	Dec-13	Dec-13	Mar-14	Mar-14	Jun-14	Jun-14	Sep-14	Sep-14	Dec-14	Dec-14	Comparison with previous survey	Comparison with previous survey	Comparison Year on Year	Comparison Year on Year	Mitigation target (95%) (Y/N)
		CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	CIMS	% Clean	% Clean
1. Almond	W	74	94%	80	100%	72	95%	74	97%	74	97%	→	→	→	↑	Y
2. Pentland Hills	SW	73	97%	87	97%	81	95%	71	100%	77	96%	↑	↓	↑	↑	Y
3. Drum Brae / Gyle	W	71	100%	73	100%	72	96%	68	95%	73	100%	↑	↑	↑	↑	Y
4. Forth	N	79	100%	71	100%	66	100%	63	83%	73	96%	↑	↑	↓	↓	Y
5. Inverleith	N	73	97%	79	100%	71	100%	73	94%	80	97%	↑	↑	↑	↑	Y
6. Corstorphine / Murrayfield	W	71	96%	79	100%	73	91%	71	96%	68	93%	↓	↓	↓	↓	N
7. Sighthill / Gorgie	SW	72	100%	64	81%	66	100%	61	84%	66	96%	↑	↑	↓	↓	Y
8. Colinton / Fairmilehead	SW	83	100%	83	100%	73	100%	80	100%	80	95%	→	↓	↓	↓	Y
9. Fountainbridge /	SW	69	91%	71	96%	71	100%	77	100%	71	100%	↓	→	↑	↑	Y
10. Meadows/ Morningside	S	69	93%	79	96%	73	100%	73	84%	67	100%	↓	↑	↓	↓	Y
11. City Centre	CC	64	90%	63	89%	65	87%	63	89%	68	95%	↑	↑	↑	↑	Y
12. Leith Walk	CC	68	95%	69	100%	71	100%	68	100%	65	94%	↓	↓	↓	↓	N
13. Leith	CC	67	92%	69	96%	68	95%	71	95%	68	90%	↓	↓	↑	↑	N
14. Craigentiny / Duddingston	E	71	96%	69	82%	68	95%	65	95%	65	82%	→	↓	↓	↓	N
15. Southside / Newington	S	67	90%	69	96%	71	100%	70	100%	72	100%	↑	→	↑	↑	Y
16. Liberton / Gilmerton	S	68	94%	84	100%	70	100%	67	93%	69	97%	↑	↑	↑	↑	Y
17. Portobello / Craigmillar	E	74	100%	74	96%	63	81%	67	92%	73	100%	↑	↑	↓	↓	Y
Overall		71	95%	74	96%	70	96%	69	94%	71	96%	↑	↑	→	↑	Y

THE TIDY BUSINESS EDINBURGH AWARD

My details are:

- I wish to know more about Tidy Business Edinburgh Awards.
 I would like a visit from a Tidy Business Edinburgh representative.

Title: _____ First Name: _____ Surname: _____

Position _____

Business name _____

Address: _____

Town: _____ Postcode: _____

Email Address: _____

Telephone _____

Fax: _____

Demonstrate your commitment to business efficiency and the environment by signing up to the Resource Efficiency Pledge.

Please visit:

<http://pledge.resourceefficientscotland.com>

Standard Award

(certificate, window sticker, litter pick and graffiti wipes)

To receive a standard award you must meet the following criteria:

- Comply with all waste and litter legislation applicable to the organisation. (information can be found at: www.resourceefficientscotland.com/regulations www.zerowastescotland.org.uk/content/litter-and-flytipping-legislation)
- Conduct regular sweeping of the front and back of the business premises, removing litter and rubbish even if it is not produced directly by the business.
- Sign up to the Clean Up Edinburgh Campaign at www.edinburgh.gov.uk/litter

Silver Award

(certificate, window sticker & promoted on social media by the City of Edinburgh Council)

To receive a Silver award you must meet the standard criteria, plus 3 of the following:

- Where required, provide bin for cigarette litter.
- All staff employed in your premises receive training regarding the requirements of the Duty of Care legislation and (Waste Scotland) Regulations 2012.
- Introduce methods of reducing your waste
- Introduce methods to reuse your waste
- Provide a litter bin for your customers to use
- Remove fly-posting and graffiti from your shutters and walls as soon as it appears.

Gold Award

(certificate, window sticker, promoted on social media by the City of Edinburgh Council & advert in local press/evening news or a case study with City of Edinburgh Council or Zero Waste Scotland)

To receive a Gold award you must meet the criteria for the Standard and Silver award plus 2 of the following:

- Work with local community groups or voluntary organisations on a local environmental improvement project (e.g. clean-up events, links with anti litter programmes in local schools etc).
- Introduce energy saving practices
- Work in partnership with neighbouring businesses or City of Edinburgh Council with regards to improving local amenities
- Put in place an ethical procurement policy that favours local, reused, recycled or fair trade goods and local services.



REWARD, EDUCATE AND ENCOURAGE GOOD ENVIRONMENTAL PRACTICE TO HELP MAKE EDINBURGH A CLEAN AND GREEN CITY

How do we monitor the scheme?

All new businesses will be assessed by City of Edinburgh Council Officers who will determine whether the essential criteria has been met. An appropriate level of award will be allocated and ongoing assessment will take place to ensure that the award holder continues to meet the standards.

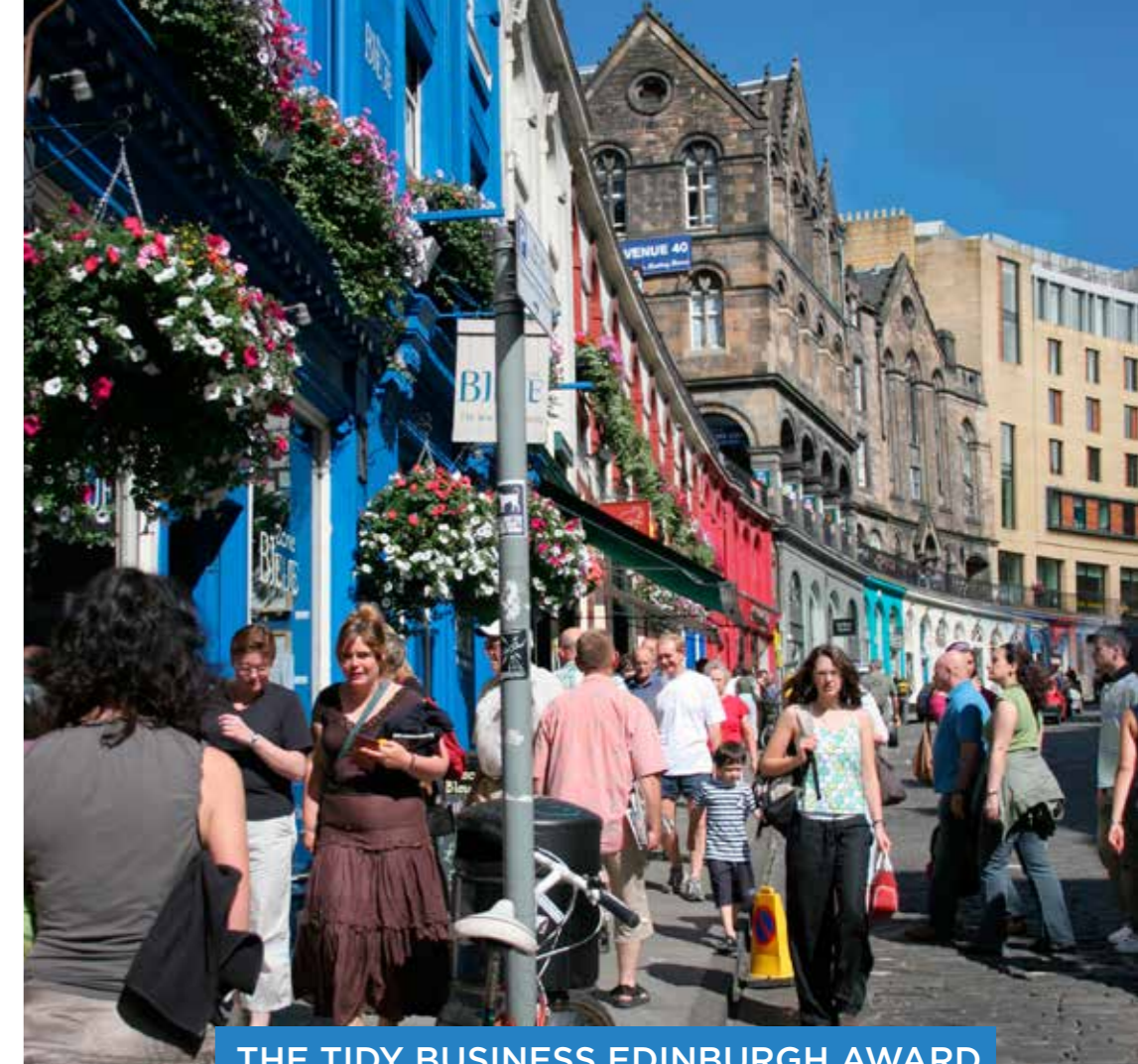
How can your business get involved in the scheme?

For more information contact the Tidy Business Project Officer who will be happy to chat to you about the requirements and discuss ways that your business could meet the outlined criteria.

T: 0131 529 3030

E: waste@edinburgh.gov.uk

Registered Scottish charity: Number SC030332



THE TIDY BUSINESS EDINBURGH AWARD



THE TIDY BUSINESS EDINBURGH AWARD

What is the award?

The Tidy Business Edinburgh Award is an accreditation scheme coordinated by the City of Edinburgh Council in conjunction with the Clean Up Edinburgh Campaign. This is a scheme aimed to reward, educate and encourage good environmental practice to help make Edinburgh a clean and green city.

Businesses have a vital role to play in ensuring Edinburgh is clean and tidy and that residents and visitors have a positive experience of living in or visiting the city.

There are three levels of award available: Standard, Silver and Gold

Why should my business join the Tidy Business Edinburgh scheme?

There are lots of reasons why your business should join the awards scheme. We are all aware of the need to look after our environment at a global and local level and by working towards a Tidy Edinburgh Award your business can make a difference to both.

Improving your Image

'First impressions last!' A clean and tidy business frontage is more attractive and creates a positive first impression for your customers. A welcoming entrance tells your customers that you take pride in your business and will offer a professional service.



CONSIDER THE ECONOMIC, SOCIAL AND ENVIRONMENTAL IMPACT OF YOUR BUSINESS

The 'feel good factor'

All of our award members receive a certificate, window sticker, litter pick and graffiti removal wipes, with further promotional opportunities available, depending on the level of award. This lets customers and employees know that their organisation takes a responsible attitude toward the environment.

Financial Benefits

Waste disposal costs can be a significant percentage of your business turnover. Managing your waste better, introducing waste minimisation initiatives and recycling, can actually save your business money.

Corporate Social Responsibility

All businesses have a responsibility to consider the economic, social and environmental impact of their business. These awards are an excellent way to show the positive impact that your business makes on its local community.



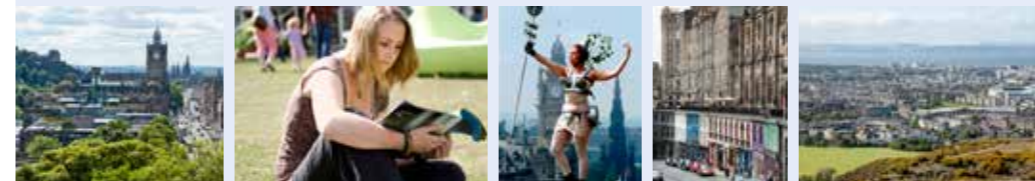
A CLEAN AND TIDY BUSINESS FRONTAGE IS MORE ATTRACTIVE AND CREATES A POSITIVE FIRST IMPRESSION

Building links with the local community

Establishing your organisation as a 'good neighbour' by taking an active approach to improving the local environment and working with others, may encourage local people to use more services and goods from your organisation and improve your reputation.

The Criteria

The criteria for the awards scheme reflects the commitment required from each business to keep the city clean. There are minimum requirements for any award, with additional obligations required to be accredited to Silver and Gold levels.



Business Reply Plus
Licence Number
RSRA - JLKC - ZRTH



The City of Edinburgh Council
Waste Services
33 Murrayburn Road
Edinburgh
EH14 2TF



Transport and Environment Committee

10:00am, Thursday, 17 March 2015

Flood Risk Management – Consultation

Item number	7.9
Report number	
Executive/routine	
Wards	All

Executive summary

The Flood Risk Management (Scotland) Act 2009 seeks to promote a proactive approach to Flood Risk Management.

The City of Edinburgh Council has been appointed as Lead Local Authority for the Forth Estuary Catchment Area. A Local Flood Risk Management Plan (the Plan) is required for the Forth Estuary Catchment which will identify areas vulnerable to flooding from all sources and potential mitigation measures and actions. The first stage in the development of the Plan is now complete and a public engagement and consultation exercise began on this on 22 December 2014. Draft Delivery Plans, which were added to this consultation on 2 March 2015, detail potential mitigation measures and actions.

Links

Coalition pledges	P28
Council outcomes	CO19
Single Outcome Agreement	

Flood Risk Management – Engagement and Consultation

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the content of the report;
 - 1.1.2 notes that an engagement and consultation exercise, led by the Scottish Environment Protection Agency, began on 22 December 2014;
 - 1.1.3 notes that Draft Delivery Plans were added to the consultation on 2 March 2015 by the Council; and
 - 1.1.4 notes measures and actions for Edinburgh contained within the Draft Delivery Plans.

Background

- 2.1 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 impact of flooding on communities, the environment, transport, cultural heritage and economic activity.
- 2.2 In the past, when flooding has occurred, public bodies often constructed flood defences, but now more thought is required to be given to alternative means of reducing flood risk. This includes avoiding the likelihood of flooding through effective land use planning, maintenance of watercourses and associated infrastructure and the better control and management of surface water run-off. There may be occasions when the flood risk is tolerated and is best managed through protection of buildings and improved forecasting and flood warnings. However, there may also be instances where the construction of conventional flood defences is the most appropriate solution.

Work Undertaken to Date and Consultation

- 3.1 Scotland has been divided into 14 areas, based on the catchments of major rivers. Edinburgh is located in the Forth Estuary and the Council acts as the Lead Local Authority for this area. The Council works in collaboration with the 12 neighbouring local authorities, Scottish Water and the SEPA in developing the Plan.
- 3.2 The Plan, when finalised, will detail potential flooding from all sources, set broad objectives to mitigate flooding and recommend possible measures to reduce the risk of flooding.
- 3.4 The Council worked in partnership with SEPA and neighbouring local authorities to identify flooding from various sources and the impact of this flooding. Flooding was considered from the following sources:
- Fluvial which includes rivers and smaller watercourses;
 - Coastal; and
 - Pluvial, which is surface water run-off.
- 3.5 The first stage in the development of the Plan is now complete and a major engagement and consultation exercise began on 22 December 2014. This first phase of the consultation was led by SEPA and focused on identifying the sources of flooding and those areas at risk. The information was made available on line at <https://frm-scotland.org.uk> and at SEPA's offices. The information was also made available at the Local Neighbourhood Council Offices and 17 libraries across the city.
- 3.6 The second stage of the consultation began on 2 March 2015. This focuses on the Draft Delivery Plans which give details of potential mitigation measures and actions. The Draft Delivery Plan also identifies which actions are the responsibility of the Council and which are the responsibility of SEPA.

These are divided into:

Ongoing and Confirmed Actions – those actions that are underway or where funding has been confirmed e.g. maintenance of existing flood prevention schemes; and

Potential Actions – actions that are being consulted on to identify which ones are the preferred actions (implementation of preferred actions are dependent on lead in times and availability of funding).

- 3.7 The ongoing and confirmed actions identified by the council are:
- construction of Phase 2 of the Water of Leith Flood Prevention Scheme;
 - to undertake a study of sediment deposits at the Water of Leith Basin;
 - to undertake an integrated catchment study;
 - to develop a surface water management plan;
 - general maintenance of watercourses;
 - provision of an emergency response;
 - application of planning policies; and
 - the maintenance existing flood prevention schemes, coastal defences and reservoirs.

- 3.8 The potential actions identified are:
- construction of future phases of the Water of Leith Flood Prevention Scheme;
 - relocation of properties/infrastructure away from flood risk areas;
 - modelling to improve knowledge of flood risk;
 - construction of online and offline storage;
 - modification of existing culverts and bridges;
 - runoff control;
 - construction of online and offline storage;
 - construction of flood defences; and
 - sediment management.

It should be noted that the potential actions are being consulted upon to support the process of identifying preferred actions.

- 3.9 All of the second stage consultation information can be accessed at <https://frm-scotland.org.uk>. The consultation ends on 2 June 2015. It should be noted that the second consultation phase is being led by the Council acting as Lead Authority for the Forth Estuary Area.
- 3.10 The Draft Delivery Plans will be reviewed again once the consultation is completed.

Surface Water Flooding

- 3.11 One of the most significant confirmed actions being taken forward by the Council, aside from the Water of Leith Flood Prevention Scheme, is to evaluate the interaction between sewers and other sources of flooding. The Council is working in partnership with Scottish Water, East Lothian and Midlothian Councils to ascertain the risk of flooding and to develop a strategy to reduce this risk. A consultant has been appointed, by Scottish Water, and an Integrated Catchment Study (ICS) is being undertaken. This study will cover most of the city. The results of the first part of this study will be available in July 2015.
- 3.12 A consultant is to be procured by the Council to develop separate surface water management plans for areas of the city not covered by the ICS detailed above. The area covered by separate surface water management plans will be predominately in the west of the city.
- 3.13 The ICS and the separate surface water management plans will inform the further development of the Forth Estuary Plan.

Measures of success

- 4.1 Sources of flooding and the areas at risk and level of risk is better understood.
- 4.2 Resources for flood prevention are effectively prioritised and targeted.

Financial impact

- 5.1 The cost for all of the works detailed in the Draft Delivery Plan have not yet been developed, however this Plan will be under review and the cost of potential measures will be ascertained once it has been established that these are technically feasible. There will be a formal review after three years. This Plan will be updated and re-published every six years.
- 5.2 The cost of the ICS is £1,563,682 and the Council's contribution to this is £390,000. The remaining £125,000 contribution to the ICS will be met from the 2015/16 Flood Prevention Revenue Budget.
- 5.3 The cost of developing Surface Water Management Plans for the western area of the city is estimated at £20,000. This cost will be met from the 2015/16 Flood Prevention Revenue Budget.
- 5.4 The cost of the Water of Leith Phase 2 and the study into siltation at Water of Leith Basin were both reported to this Committee on 28 October 2014. The cost of this study will be met from the 2015/16 Flood Prevention Revenue Budget.

Risk, policy, compliance and governance impact

- 6.1 This process will identify possible solutions and should any major construction projects be identified these will be reported separately and be subjected to Assurance Reviews by the Corporate Programme Office.
- 6.2 The Plans are a statutory requirement of the Flood Risk Management (Scotland) Act 2009. The inclusion of potential risk mitigation measures in the Plan does not commit the Council to delivering them. The implementation of measures within the Draft Delivery Plan will be dependent upon the availability of resources.

Equalities impact

- 7.1 The engagement and consultation exercise is web based. SEPA has undertaken an Equality and Human Rights Impact Assessment on the consultation arrangements. The purpose of this assessment was to identify whether the approach to consultation would have a disproportionate impact on any individual or group of people in particular, those with a protected characteristic as determined by the Equality Act 2010.
- 7.2 The key issues identified were:
 - Access to hard copy and other languages; and
 - Collation of hard copy responses with online responses.
- 7.3 SEPA has made hard copies available at its offices and the Council has also make hard copies available at all of the Neighbourhood Offices, City Chambers, Waverley Court and at a number of libraries.
- 7.4 The hard copies are in plain English, with translation in whole or in part into other languages or Braille available on request.
- 7.5 SEPA has undertaken an Equality and Human Rights Impact Assessment on the consultation arrangements for the Citizen Space consultation tool. The purpose of this assessment was to identify whether the approach to consultation would have a disproportionate impact on any individual or group of people in particular, those with a protected characteristic as determined by the Equality Act 2010. The Council undertook a more detailed Equality and Human Rights Impact Assessment in advance of further material being added to the Consultation on 2 March 2015.

Sustainability impact

- 8.1 The ethos of the FRM Act is to manage flood risk sustainably which requires a long term approach to be taken. It is necessary to improve the understanding of flood risk and its impacts before actions can be planned to manage flooding in a way that improves the environment, provides opportunities to restore rivers and coastlines and creates green spaces for everyone to enjoy. To take a sustainable approach to managing flood risk it is necessary to look at whole river or surface water catchments. A catchment approach ensures that flooding is tackled effectively and not moved to another part of the river or wider catchment area.

Engagement and Consultation

- 9.1 A major public engagement and consultation exercise began on 22 December 2014.
- 9.2 The Short List of Measures and the Draft Delivery Plan were added to the consultation on 2 March 2015.
- 9.3 This consultation is web based and can be accessed at <https://frm-scotland.org.uk>.
- 9.4 Hard copies of the information to be presented are available at all of the Neighbourhood Offices, City Chambers, Waverley Court and at a number of libraries.

Background reading/external references

Transport and Environment Business Bulletin – Thursday, 13 January 2015

Flood Risk Management (Scotland) Act 2009

Town and Country Planning (Development Planning) (Scotland) Regulations

Transport and Environment Committee 28 October 2014 – Water of Leith Phase 2 Project Update

Transport and Environment Committee 28 October 2014 – Water of Leith Basin

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city
Council outcomes	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities
Appendices	None

Transport and Environment Committee

10am, Tuesday, 17 March 2015

George Street Experimental Traffic Regulation Order Mid Year Review

Item number	7.10
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

On 29 April 2014, the Transport and Environment Committee approved a year-long trial to introduce an Experimental Traffic Regulation Order (ETRO) on George Street. The trial layout introduced a dedicated two-way cycle lane, additional pedestrian space, a one-way traffic management system, and additional space that businesses, Festivals and events could animate, to bring new activity to the street.

The trial began on 8 September 2014 and will end in September 2015. This report outlines what measures have been put in place and what outcomes have been identified in the first six months of the trial. It also outlines what work will take place in the final six months of the trial.

An independent design options process has been initiated, supported by an empirical and independent piece of research work which is canvassing the views and patterns of movement of 100 people a month. At the completion of the trial a report will come to Committee outlining the views of users of the street, accompanied by options for the long-term design of the street. The designs will seek to maintain a strong identity for George Street and aims to take account of surrounding transport and retail developments.

Links

Coalition pledges	P24 , P28 , P31
Council outcomes	CO19 , CO20
Single Outcome Agreement	SO1 , SO4

George Street Experimental Traffic Regulation Order Mid Year Review

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the contents of this mid-year report;
 - 1.1.2 agrees to accept a further report on the outcomes of the Experimental Traffic Regulation Order (ETRO) trial, design options for the long-term layout of the street and a summary of the research outcomes in November 2015;
 - 1.1.3 notes that a further report will be brought to this Committee in June 2015, on the options for reviewing cycling provision and other successful aspects of the ETRO road layout, on an interim basis.

Background

- 2.1 On 29 April 2014, the Transport and Environment Committee approved a year-long trial on George Street. Using an ETRO, this introduced a dedicated two-way cycle lane, additional pedestrian space, and a one-way traffic system for motor vehicles.
- 2.2 The purpose of the trial is to test different ways of animating the space, to improve the vibrancy of the street, and to assess the transport impact on George Street and surrounding roads when part of the street is closed to traffic. George Street is a key part of the city's UNESCO World Heritage Site, a key retail street, an important street for the local hospitality industry, and a place where people live, work, visit, park, shop, worship, commute through and socialise.
- 2.3 George Street is a key part of Edinburgh's dynamic city centre. A major mixed use high quality development is planned for the St James' Quarter to the east, while people's patterns of movement, modes of transport, shopping habits and socialising habits are undergoing major changes in most major city centres across the UK.

- 2.4 The trial year is accompanied by a major piece of research work and a design options process. These will provide a baseline of empirical evidence on how people move round the city centre, their mode of transport, movement patterns, reasons for visiting, length of stay, shopping habits and how people feel about the city centre and its purpose. This baseline information is important. It will help inform future design, planning, transport and economic development decisions relating to George Street and the wider city centre to be evidence-based.

Main report

- 3.1 Following Committee approval for the George Street ETRO in April 2014, the installation of a one way traffic management system took place between 16 June and 1 August 2014. These works also introduced a two way dedicated cycle lane and additional pedestrian space on the non-vehicular traffic side of the street. The new layout retained 91% of on-street parking spaces, including pay and display, City Car Club, motor cycle, disabled and residents' parking bays. Any taxi stances on the non-traffic side of the street were repositioned within the same block and part-time loading facilities were introduced in the central reservation. The installation work was delivered on time and on budget.
- 3.2 All materials used in the project are recyclable or reusable. The public consultation had made clear that a key consideration for the project was to maintain the safety of cyclists and pedestrians while not using metal barriers. As a time-limited experimental TRO any materials used also had to be removable at short notice.
- 3.3 The only materials used by the Council in the project have been temporary road signs and signals, rubber kerbs, and planters. The planters were commissioned and manufactured in Edinburgh, using traditional wrought iron materials and construction techniques, made at the Inch Nursery by skilled craftsmen assisted by local apprentices employed through the Edinburgh Guarantee scheme. This "Made in Edinburgh" aspect of the project has been widely supported by stakeholders.
- 3.4 As all materials used in the project have been recyclable or reusable the project may end up close to cost-neutral upon completion, given that the planters, rubber kerbs and traffic signs and signals may be sold on to external purchasers, or used on other Council projects elsewhere in the city.

- 3.5 The only other finance spent by the project has been on research and design packages, all of which were procured through competitive tendering processes, to ensure best value was sought. A key piece of work, undertaken by the project, was to create a public oversight group for the key research project. This oversight group includes the local Community Council, voluntary sector groups, disability groups, heritage bodies, transport groups, the Emergency Services, Essential Edinburgh, Elected Members, interested members of the public and Council officials. This was to ensure that all stakeholders could influence the research project and ensure that it did not overlook any issues relevant to them.
- 3.6 The research company is interviewing 100 people a month on George Street, as well as surveying businesses and bus passengers. Its final research analysis will be presented to Committee in a report in November 2015 (the latest update from the research together with the minute of December 2014 Quarterly Stakeholders can be found in Appendices 1 and 2).

Summary of trial outcomes at Mid Year point

- 3.7 The Council's intended outcomes for the trial appear to have been realised, to date. Footfall has increased along all four blocks of George Street. People who visit George Street are lingering longer, typically visiting the street for around three hours or more at a time. People are also returning more frequently to the street than they did previously and are reporting that they would like to see greater pedestrianisation introduced in the long run. The initial research has identified an apparent trend, that the project will continue to monitor, where there appear to be more people visiting the city centre yet fewer private cars using the roads. This suggests an increase in use of public transport and other more sustainable modes of transport.
- 3.8 The research outcomes provided interesting and challenging insights into customer behaviour for retailers. The number one reason interviewees give for visiting George Street (38%) is window shopping. "Shopping" comes much lower down, at fourth on the list of reasons for visiting George Street (20%). The increase in footfall numbers, and the fact people linger longer on the street, has not translated automatically to increased sales at the till. There appears to be 'showrooming' taking place, where consumers will test out a product in-store but then purchase online. Converting increased footfall and window-shoppers into increased sales is a challenge for the retailers, but business groups have welcomed the insights provided by the Council's research package.
- 3.9 The trial approach, accompanied by a robust research package, gives the Council the flexibility to adapt to unforeseen circumstances or issues that arise from the initial street layout. A number of alterations have been able to be made, in response to issues being raised by stakeholders (typically local residents or businesses). In each case the Council received the complaint, investigated the matter, and used evidence-based research to ascertain if a problem existed.

- 3.10 Where issues were found to be present, the Council then addressed the issue quickly and made the required changes. Examples include repositioning a temporary taxi stance in the easternmost block, reversing the one-way traffic flow in an adjacent street (Young Street) in response to an increase in the volume and speed of traffic there, and introducing bollards at the entrance to the pedestrian and cycle lanes, to protect cyclists and pedestrians from a small number of dangerous drivers who continued to drive in the pedestrianised areas.
- 3.11 The Council was not the only organisation to introduce street furniture as part of the trial. Hospitality businesses on George Street received a time-limited planning permission for decking and marquees to help animate the space for the duration of the trial. This would test out if café culture could be considered to be a year-round phenomenon in Edinburgh. The Council's aspirations were that any animation of the streetscape would provide a more vibrant atmosphere for the wider public street, and not hinder the Emergency Services or any civic use of the civic space on which they stood.
- 3.12 The decking and marquees have consistently drawn criticism from a range of stakeholders throughout the trial. The main criticisms are:
- their appearance is considered to be not in-keeping with George Street;
 - they are too permanent – they could not be removed for a major civic event like Light Night in November 2014, and
 - they 'box in the buzz', and animate a private space that fails to bring atmosphere to the wider street.
- 3.13 There are other ways of animating a public street that allows for unhindered civic use of civic space on demand, all year-round, and businesses have been asked to consider alternatives to the decking and marquees.

The second half of the trial

- 3.14 The customer research package will continue to interview 100 people per month on George Street, building up a baseline of key information on how people access the city centre, how they perceive it, how they use it and how frequently.
- 3.15 Two additional pieces of research work are being undertaken which will contribute to the creation of a comprehensive baseline of information on patterns of movement that is crucial to future design, transport, economic development and planning decisions in the city centre. A more comprehensive survey of businesses on George Street and surrounding streets will be undertaken. Also a bus passenger survey will take place to understand passenger destinations better, where they interchange, and the impact of bus stop positioning on people's movement patterns.
- 3.16 The outcomes of these research workstreams will be reported to Committee following the completion of the George Street trial. Updates will be produced at quarterly intervals to the quarterly stakeholder group.

- 3.17 Aside from the research work, a design process will take place. This will be led by an independent designer. They will lead and facilitate discussions, in meetings that will be open to all stakeholders (including residents, businesses, those with a particular expertise, and the wider public) to agree design principles for George Street, similar to the process that was undertaken in the Grassmarket when its long-term layout was being considered. Once the design principles are agreed, a range of options for the street layout will be examined. The output of this process will be a SWOT analysis, detailing the strengths, weaknesses, opportunities and threats arising for the street in the long term. The design process will also produce updates for the quarterly stakeholder group, and its outcomes will be reported to Committee at the completion of the George Street trial.
- 3.18 The design work will be undertaken in the context of the dynamic nature of Edinburgh's city centre and the habits of its users, all of which are changing, as well as the learning points the Council's research has highlighted about pedestrian movements, cycling and the importance of returning the street to its original symmetry. It will take account of the Council's aspiration that civic space should be animated in a way that is temporary, that brings vitality to the street, that complements the world heritage setting, and which does not hinder civic events taking place.
- 3.19 On 1 September 2015, work will begin to remove the temporary materials and the businesses' decking and marquees that have been introduced onto George Street for the trial year. Although there may be some aspects of the ETRO that would feature in the design options for the future layout of George Street it is not possible to retain these on a permanent basis without going through the process of promoting a new TRO. The Experimental TRO is time-limited, and on its expiry the previous road layout and traffic management arrangements are considered to be automatically reinstated. The legal process attached to ETROs specifically rules out the possibility of retaining a trial layout and interim traffic management arrangements until a permanent TRO is implemented. In particular, any measure that would make loading restrictions more onerous would automatically trigger a hearing in the event of objections being received.
- 3.20 Therefore for the period of time that the future layout of the street is being debated and approved, the street will revert to its previous layout, with two lanes of eastbound traffic and two lanes of westbound traffic. There are some aspects of the trial layout that have been widely welcomed. Consideration can be given as to whether the setted parking bays in the middle of George Street should be returned for use as parking or for some other purpose as civic space/public realm, and whether a cycling facility could be retained on a more conventional layout, with eastbound traffic on the northern carriageway and westbound on the southern carriageway.

- 3.21 It is proposed to bring back a further report to this Committee in June 2015 on the options for reviewing cycling provision and other successful aspects of the ETRO road layout on an interim basis.

Measures of success

- 4.1 Increased footfall and spend within the city centre.
- 4.2 An improved position in the UK retail rankings.
- 4.3 A more attractive environment for those travelling to, living in, working and visiting the area delivered in line with a long term strategic vision.
- 4.4 The delivery of a project within agreed timescales and budget.
- 4.5 Increased animation to bring vitality to the public space but that does not inhibit its use for civic and cultural events.

Financial impact

- 5.1 The cost for implementing the proposal will be contained within the Services for Communities budget. Any items and materials procured to enable the trial to take place have been selected on the basis that they have a resale or reuse value, where practicable. When the trial concludes these items can be sold on or used by the Council elsewhere in the city. This will enable the project to conclude close to cost neutral. The precise costs will be reported at the conclusion of the trial.
- 5.2 The number of pay and display parking spaces has reduced during the trial year. Revenue levels will be reduced as a consequence, and the precise reduction will be reported in detail on completion of the trial.

Risk, policy, compliance and governance impact

- 6.1 The proposals emerged from a report to the Transport and Environment Committee on 29 October 2013 "Building a Vision for the City Centre - Consultation Outcome".
- 6.2 The proposals have been developed in consultation with stakeholders in line with the design brief and recommendations laid out in that report.

- 6.3 An ETRO provides a flexible opportunity for a Local Authority to test out different transport and public realm layouts for a set period of time, but the legal process governing ETROs does not allow for the traffic order to continue beyond its expiry date, in this case September 2015. The project has identified that it will be important to publicise the fact the street will return to four lanes of traffic in September 2015, for the period while the future layout of the street is being considered and the appropriate traffic regulation order is processed.

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 The incidence of 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 increase 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 Experimental Traffic Regulation Order has so far proved to be an effective means of engaging interested groups in the policy-making process. An extensive pre-consultation design exercise took place in January, February and March 2014. A quarterly stakeholder group has governance and oversight over the extensive research project that is being delivered as a key aspect of the project. The wide range of stakeholder groups includes:
- the New Town & Broughton Community Council and individual members of the public;
 - residents' groups from the local neighbourhood including Heriot Row, Albany Street, Drummond Place, Great King Street, Great Stuart Street and others;
 - transport bodies such as Spokes, Sustrans and Living Streets;
 - heritage bodies Historic Scotland and Edinburgh World Heritage Trust;
 - the emergency services; and
 - local and national bus operators, taxi operators, and local businesses, which were contacted through Essential Edinburgh.
- 9.2 A variety of Council Departments have also been included in the consultation and design process.

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](#)

[George Street Experimental Traffic Regulation Order, Transport and Environment Committee, 29 April 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	<ol style="list-style-type: none">1 First Quarterly Research Outcomes2 Minutes of the public George Street Trial Quarterly Stakeholder Meeting (16 December 2014)

George Street ETRO

Visitor Research

Quarter 1 Findings
September to November 2014

Key Findings Presentation
December 2014



What are we doing?

Aim

- To understand visitors to George Street:
 - Profile and reason for visit
 - Attitudes towards George Street generally
 - Their views on the ETRO changes specifically
 - Perceptions of the future of George Street

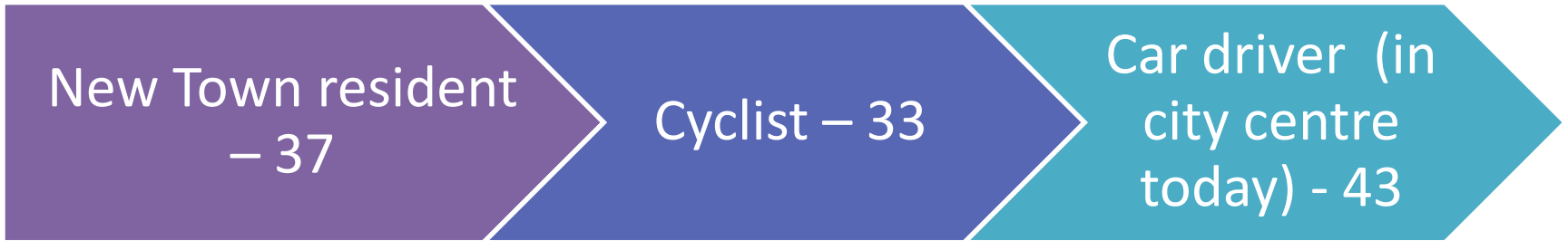
Survey

- 100 interviews completed each month
- Interviews spread across days of the week (including weekends), times of the day (including evenings) and across all 4 blocks of George Street
- Respondents stopped on a 'next to pass' sampling methodology
- Minimum target quotas set for New Town residents, cyclists and drivers

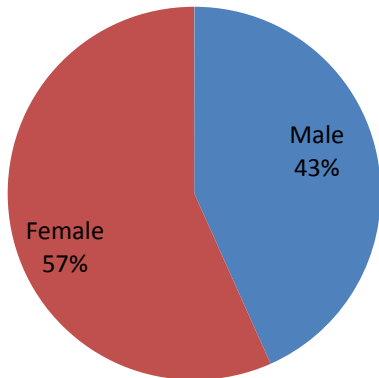
Output

- 300 interviews carried out between September and November 2014

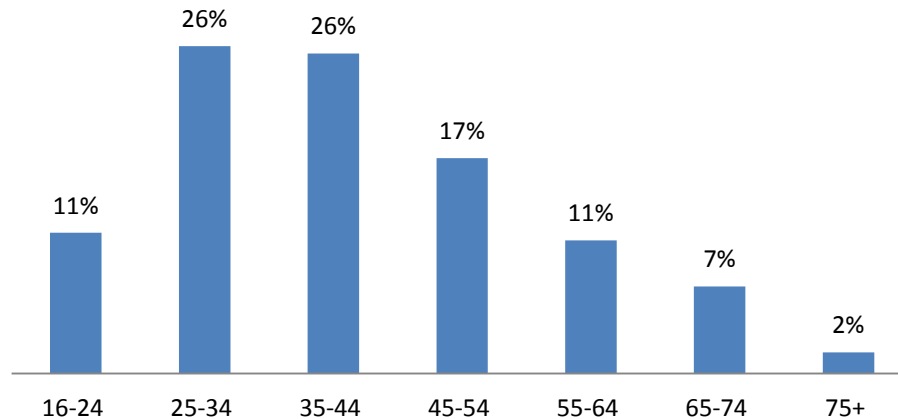
Respondent profile (September – November, n=300)



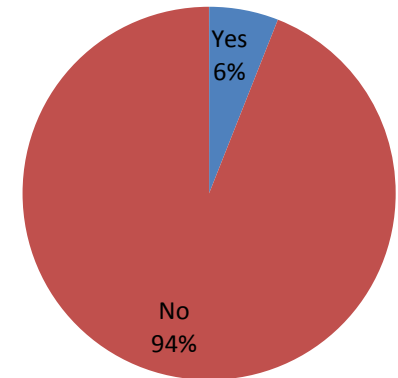
Respondent Gender



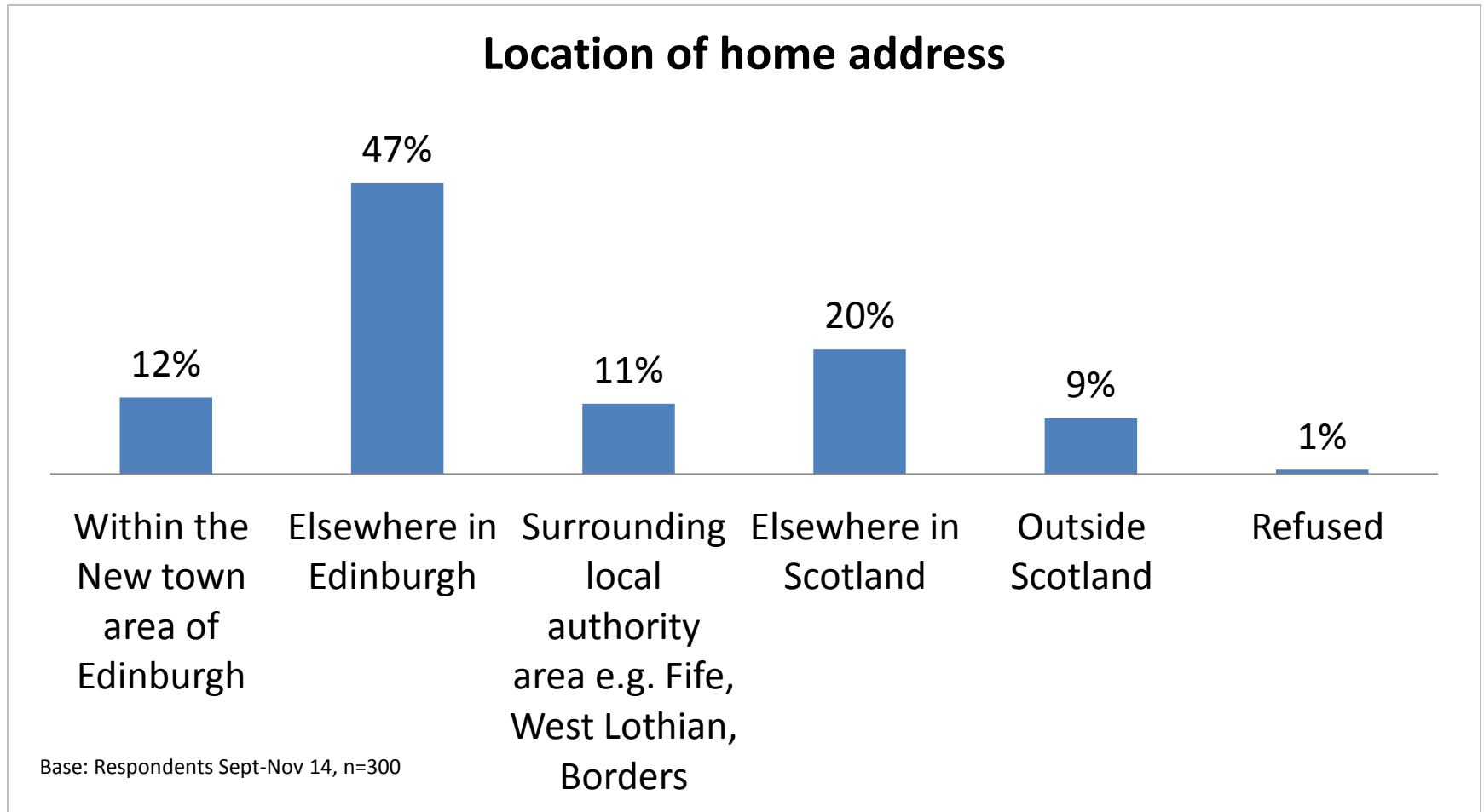
Respondent age



Disability

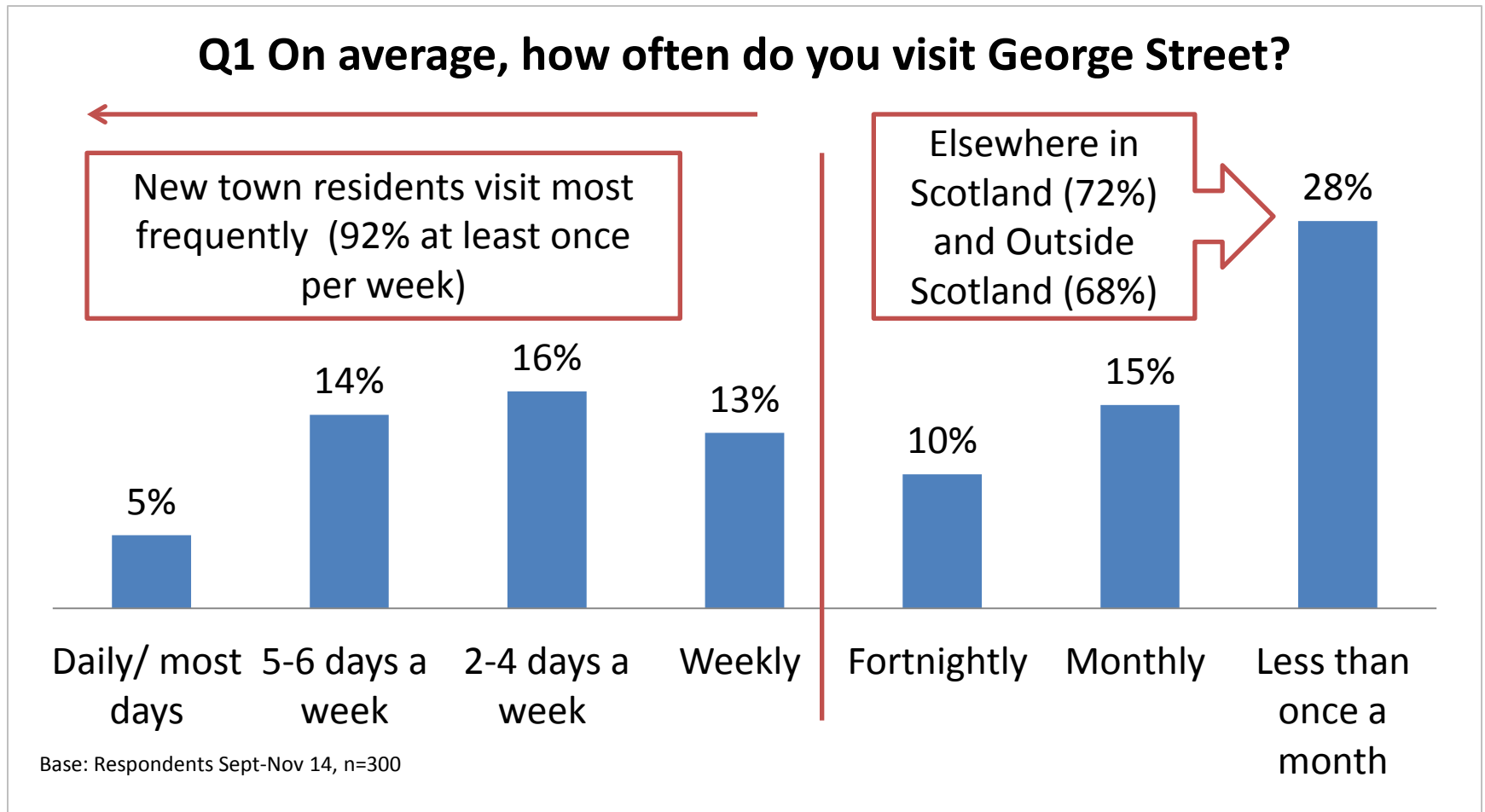


Home location of respondent



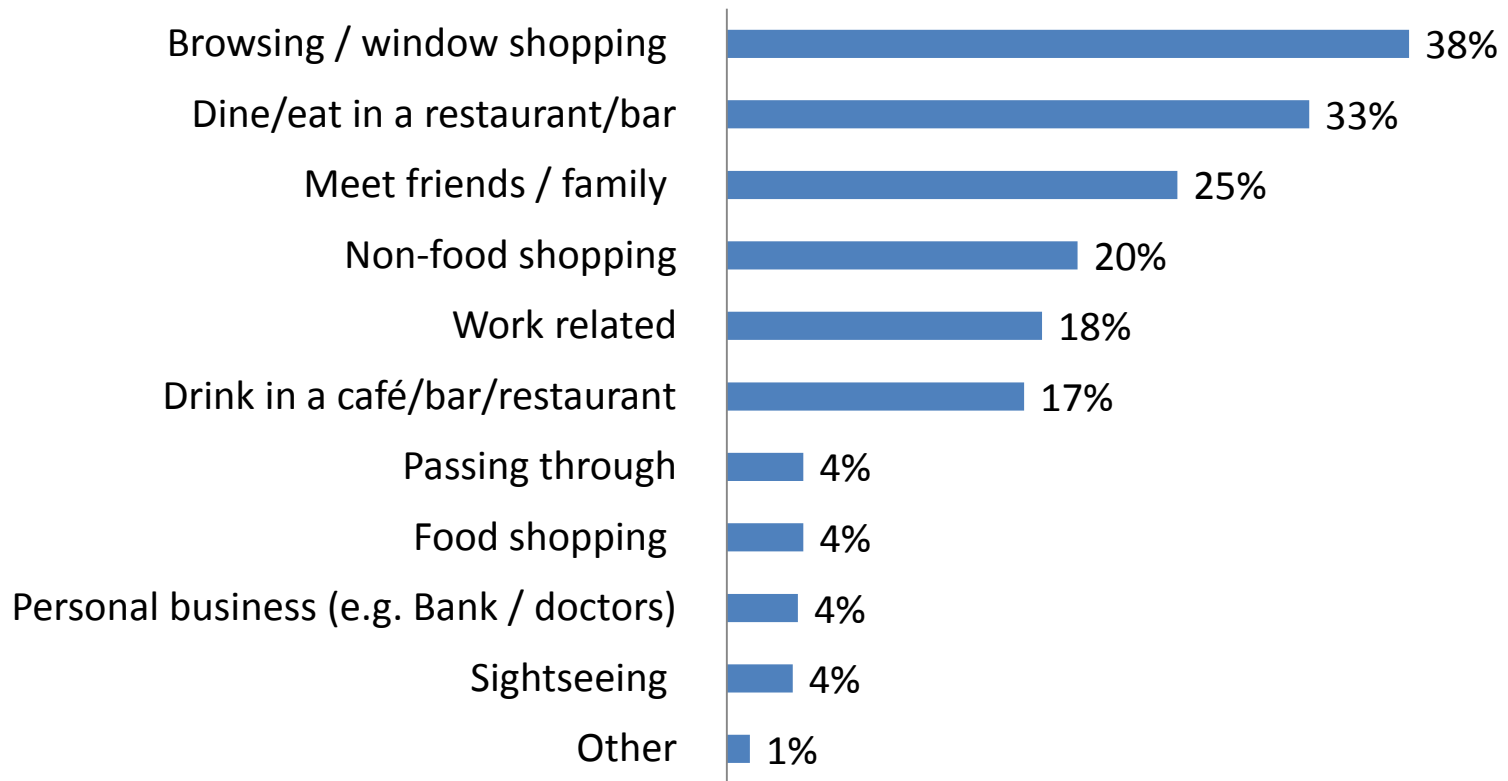
Profile of visits

Almost half visit at least once per week



Browsing and dining are the main reasons for visiting George Street

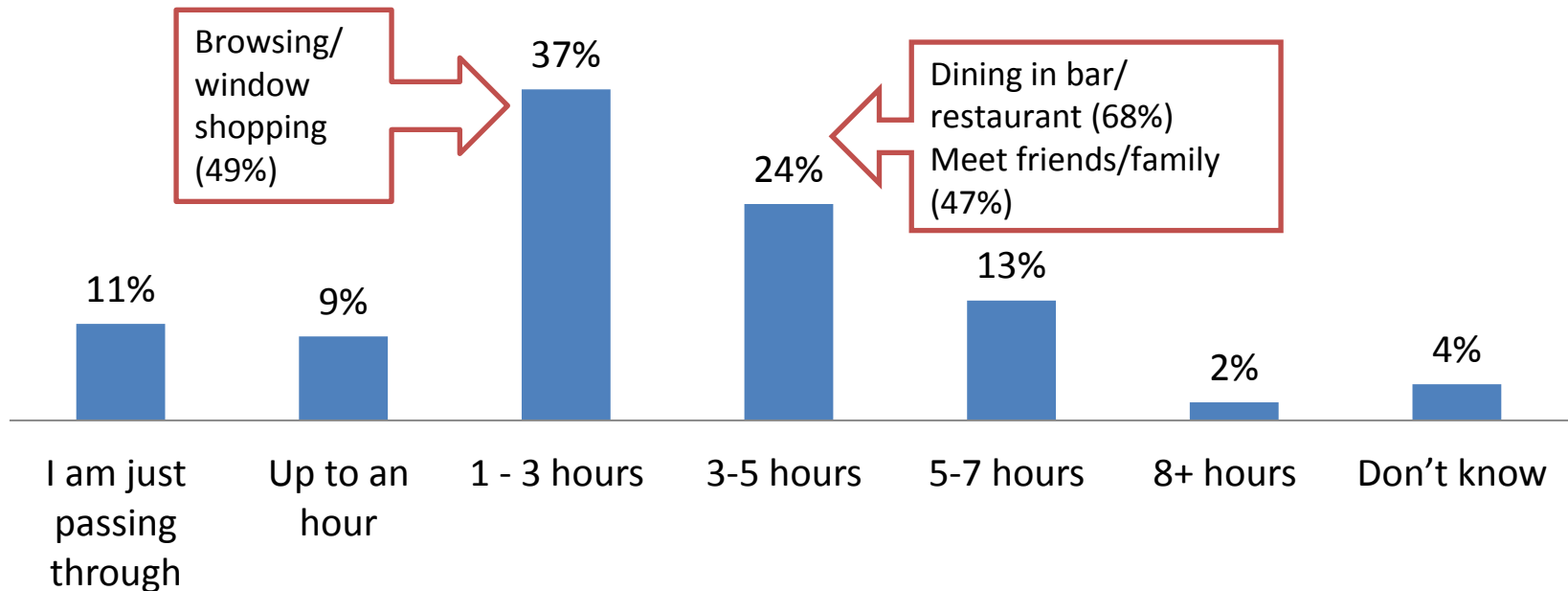
Q3 What is the purpose of your visit to George Street today?



Base: Respondents Sept-Nov 14, n=300

Almost two thirds of visitors stay between 1 and 5 hours

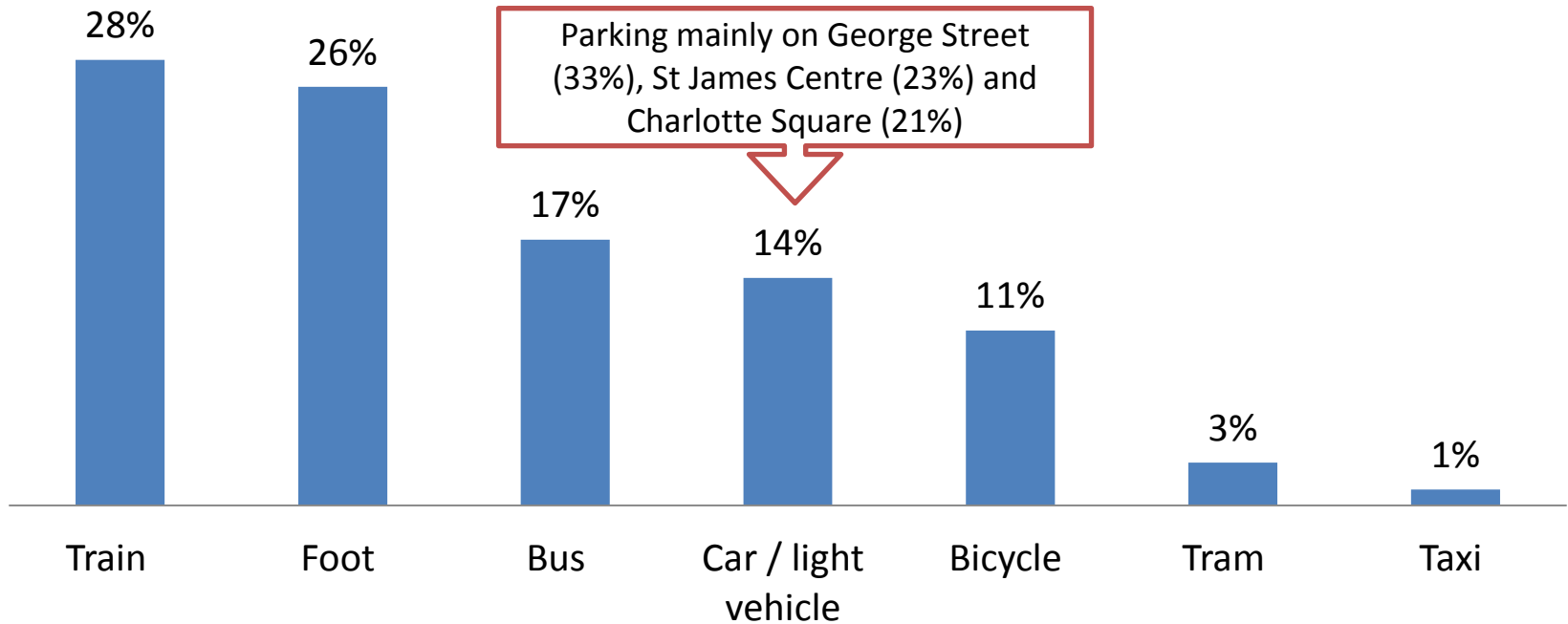
Q4 How long do you intend to spend in George Street today?



Base: Respondents Sept-Nov 14, n=300

Visitors most likely to travel by train or foot

Q5 What was the main form of transport you used to get to George Street today?



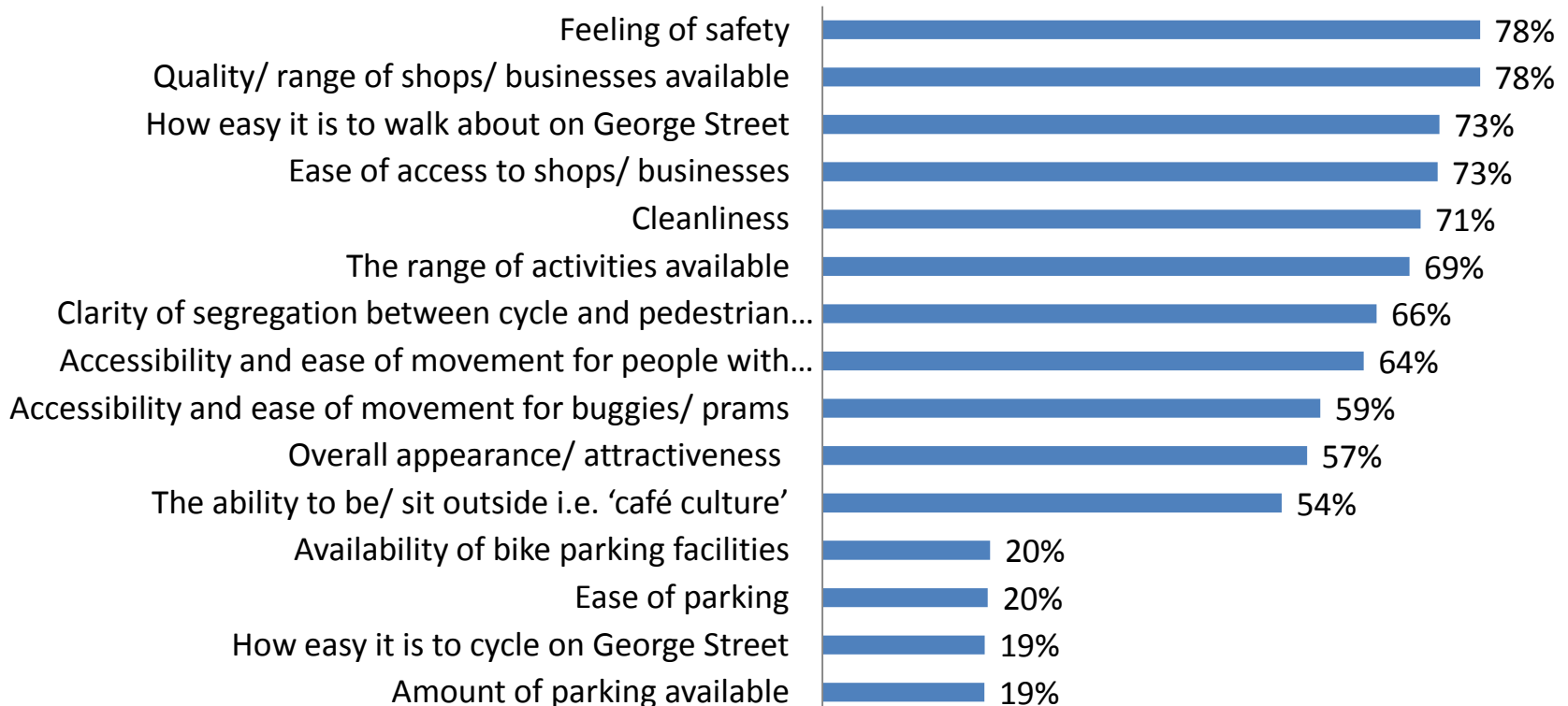
Base: Respondents Sept-Nov 14, n=300

Perceptions and Experience of George Street

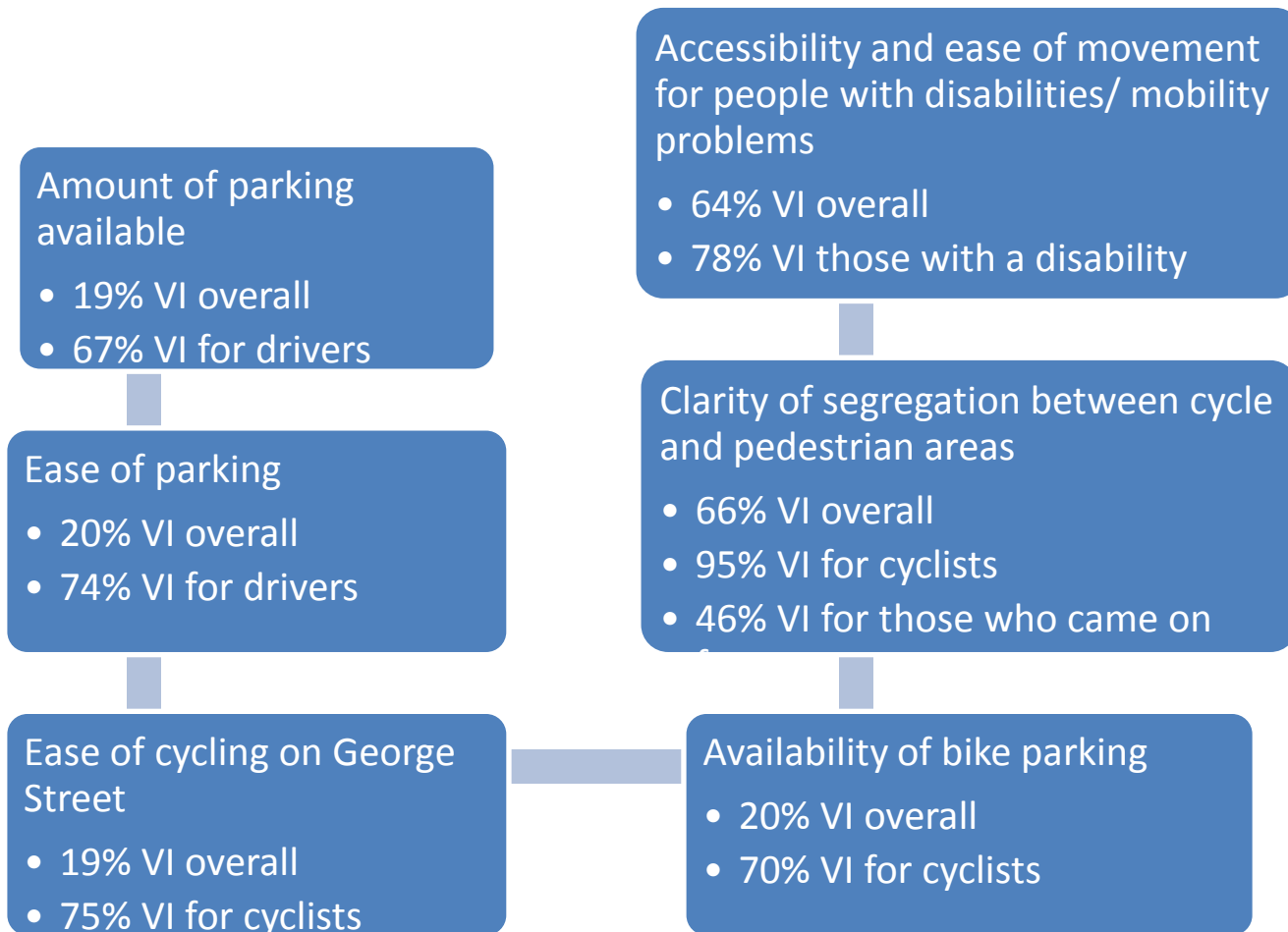
Feeling of safety and Quality/ range of businesses most likely to be very important

Q6 When thinking about your decision to come to George Street today, how important were the following?

■ % very important (excl DK)



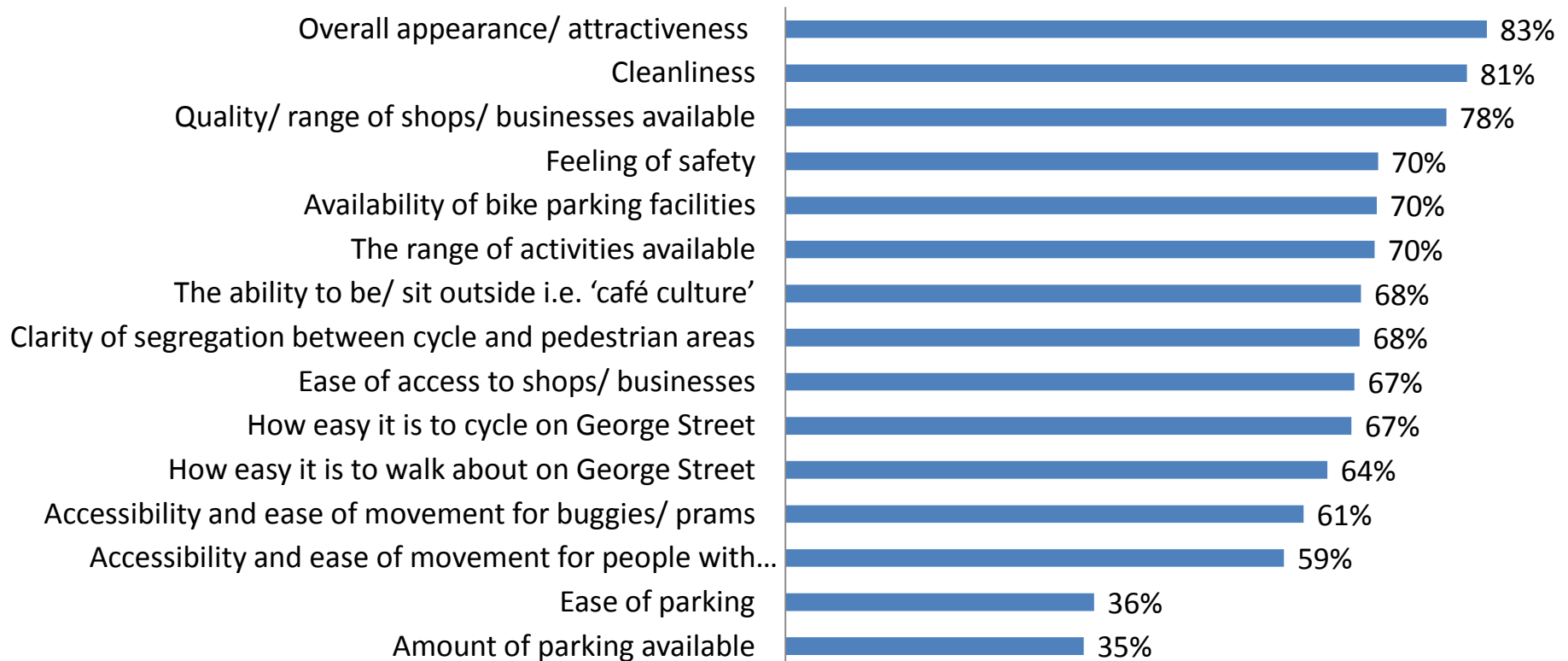
What is important varies for different groups



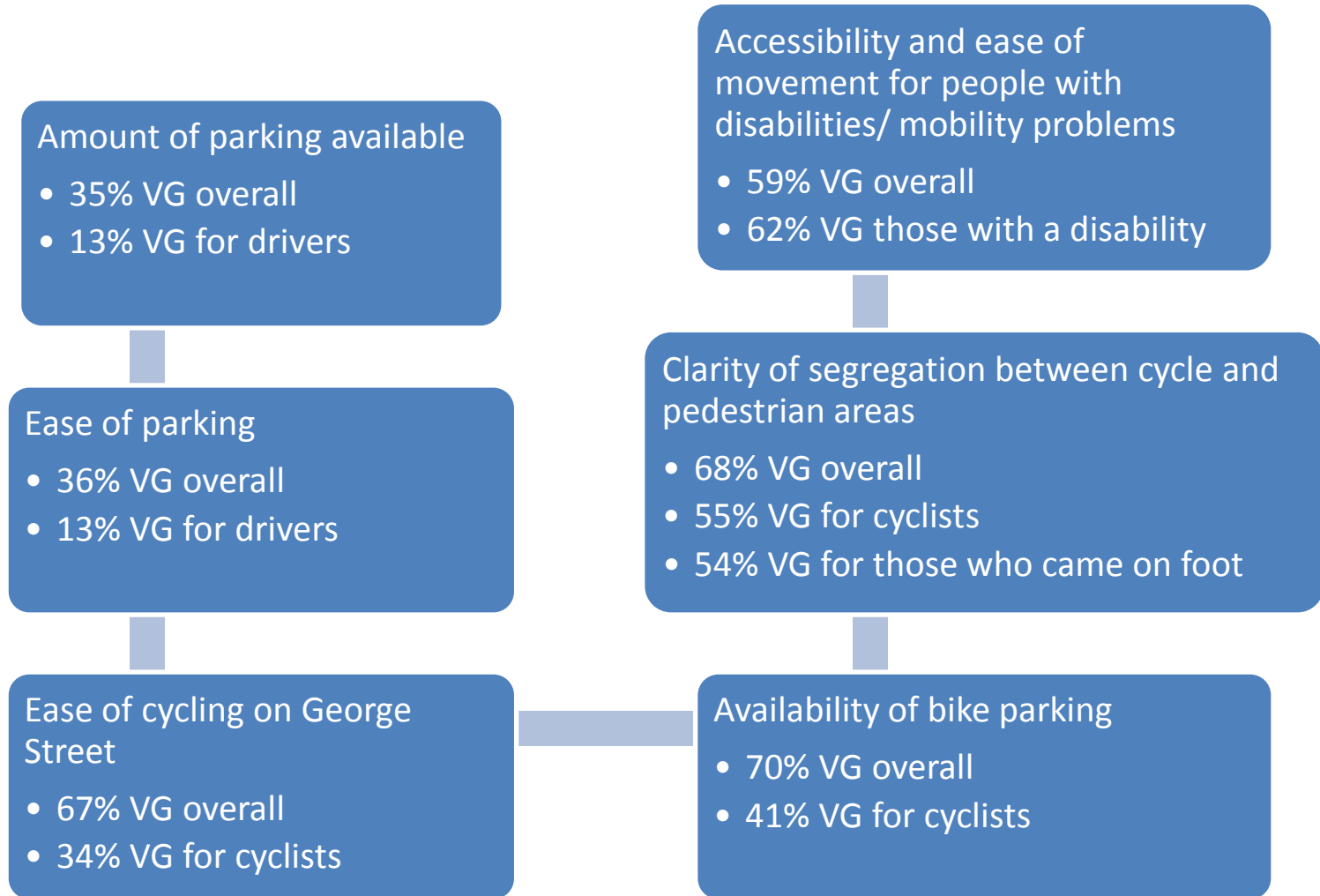
Overall appearance, cleanliness and quality of businesses most highly rated

Q7 Can you now tell me how good or poor you think of each of these are in George Street?

■ % very good (excl DK)



How visitors rate aspects also varies



GAP Analysis of George Street

Priority for action



- Ease of walking about
- Feeling of safety
- Ease of access to shops/
businesses
- Accessibility and ease of
movement for people with
disabilities

Consider for action



- Clarity of segregation between
cycle and pedestrian areas
(cyclists)
- Availability of bike parking
facilities (cyclists)
- Ease of cycling (cyclists)
- Amount of parking available
(drivers)
- Ease of parking (drivers)

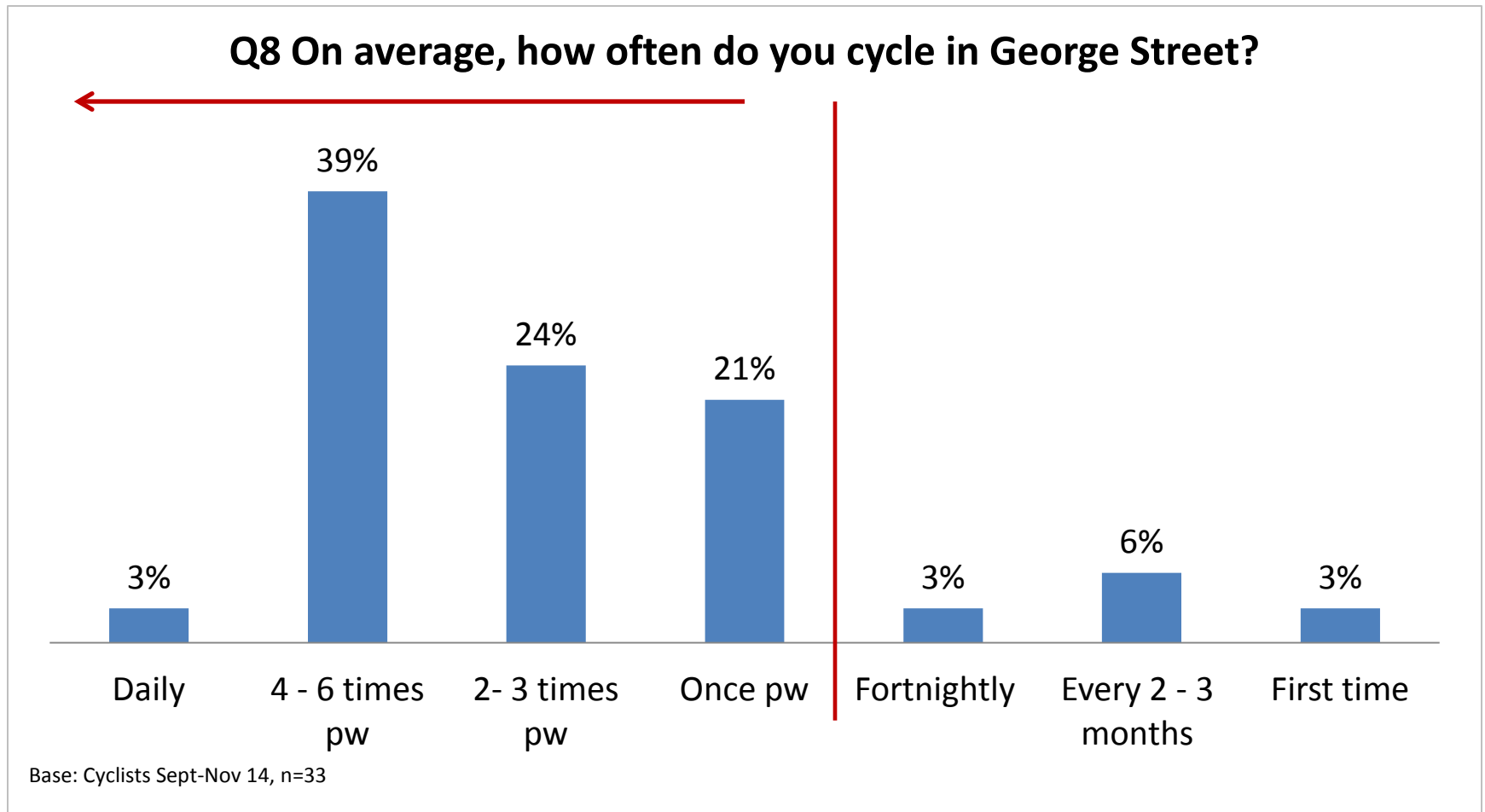
Maintain



- Overall appearance/
attractiveness
- Ability to be/ sit outside
- Cleanliness

Cyclist Experience

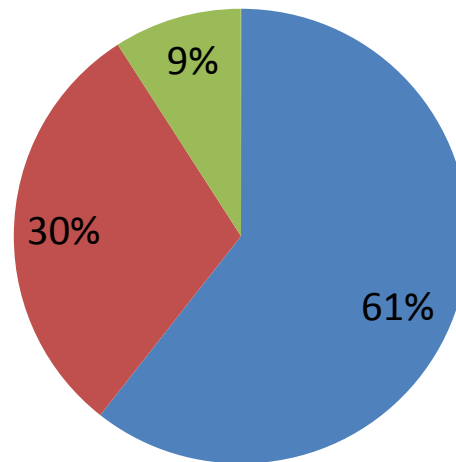
Cyclists tend to cycle in George Street regularly – 87% at least once per week



The majority travel along the length of George Street

Q10 Which of the following best describes how you most commonly use George Street as a cyclist?

- I travel along the length of George Street
- I simply cross over George Street as part of a longer journey
- Varies depending upon journey

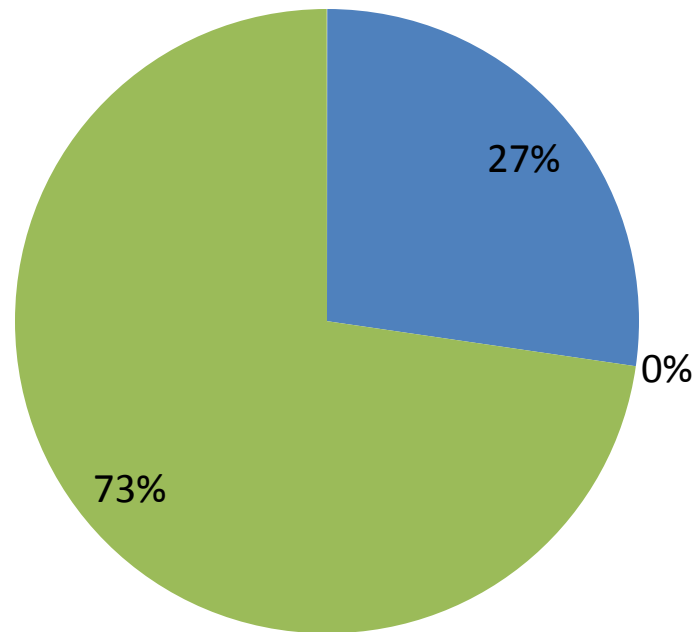


Base: Cyclists Sept-Nov 14, n=33

Just over one quarter now cycle more

Q9 Has this changed since the introduction of cycle lanes?

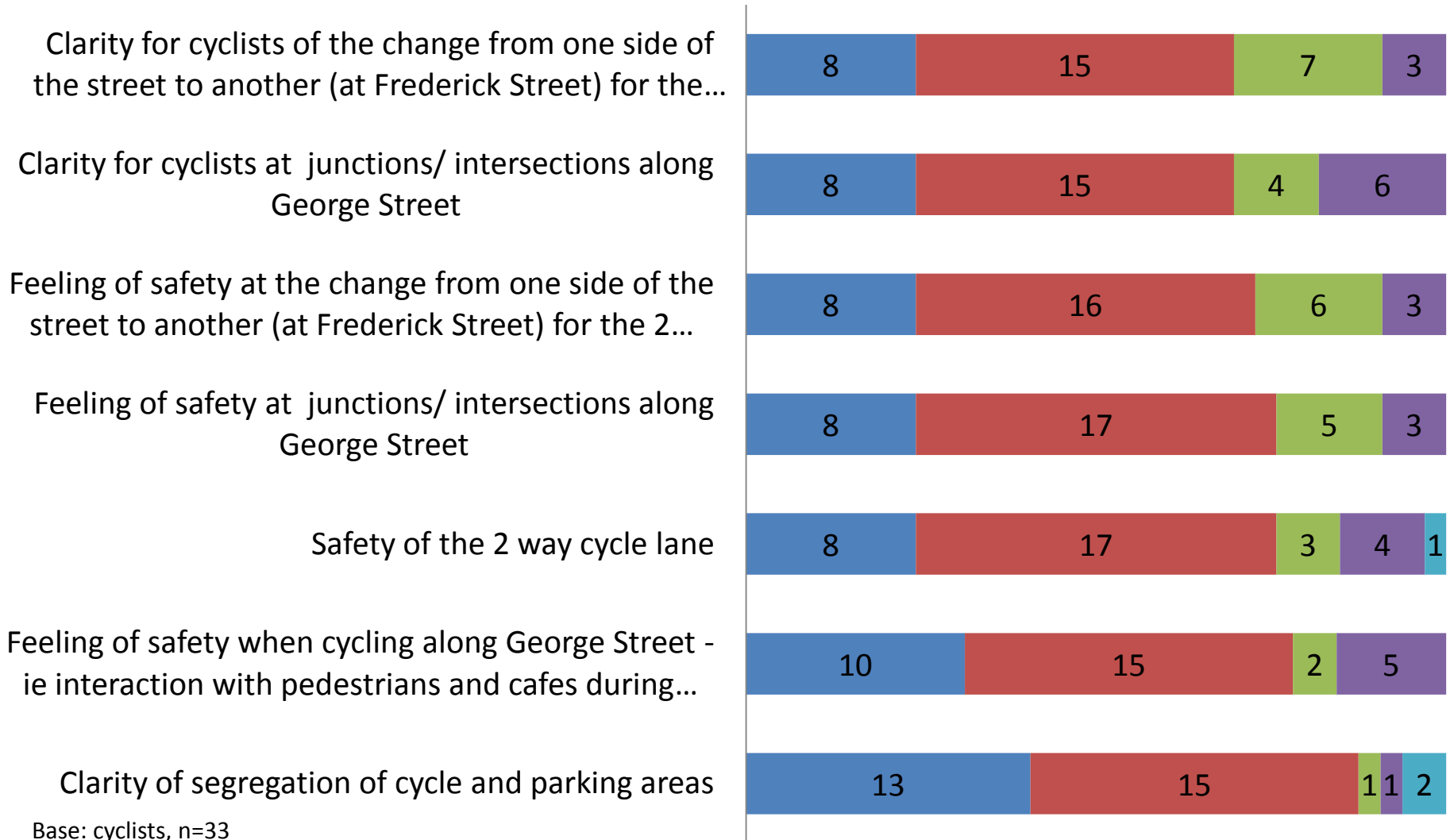
■ Yes, I now cycle more ■ Yes, I now cycle less ■ It has not changed



Base: Cyclists Sept-Nov 14, n=33

Q11 How good or poor are the following for cyclists in George Street?

■ Very good
 ■ Good
 ■ Neither / nor
 ■ Poor
 ■ Very Poor



Base: cyclists, n=33

Cyclist comments

Lanes are not big enough, pedestrians keep walking on them. Having to change sides is silly, hasn't been thought through enough.

Pedestrians stray to cycle lanes, oblivious of our presence. Have had several near misses

Regular cyclists can follow the signs with ease but I don't know about novice cyclists - I think it may be difficult for them changing from one side of the street to the other.

Roads are improving everywhere for cyclists and Edinburgh as a whole have great improvements.

Not sure how to access from Charlotte Square, this can be confusing

Cycle lanes are welcome and I think they've done a good job to accommodate everybody.

Suggestions for improvement

Make it on both sides and pedestrianise whole area.

Stop pedestrians moving into cycle lanes by keeping separate e.g. barriers.

Signs stating rules for cycle lanes. Cycle lane all on one side. Keep lanes clean.

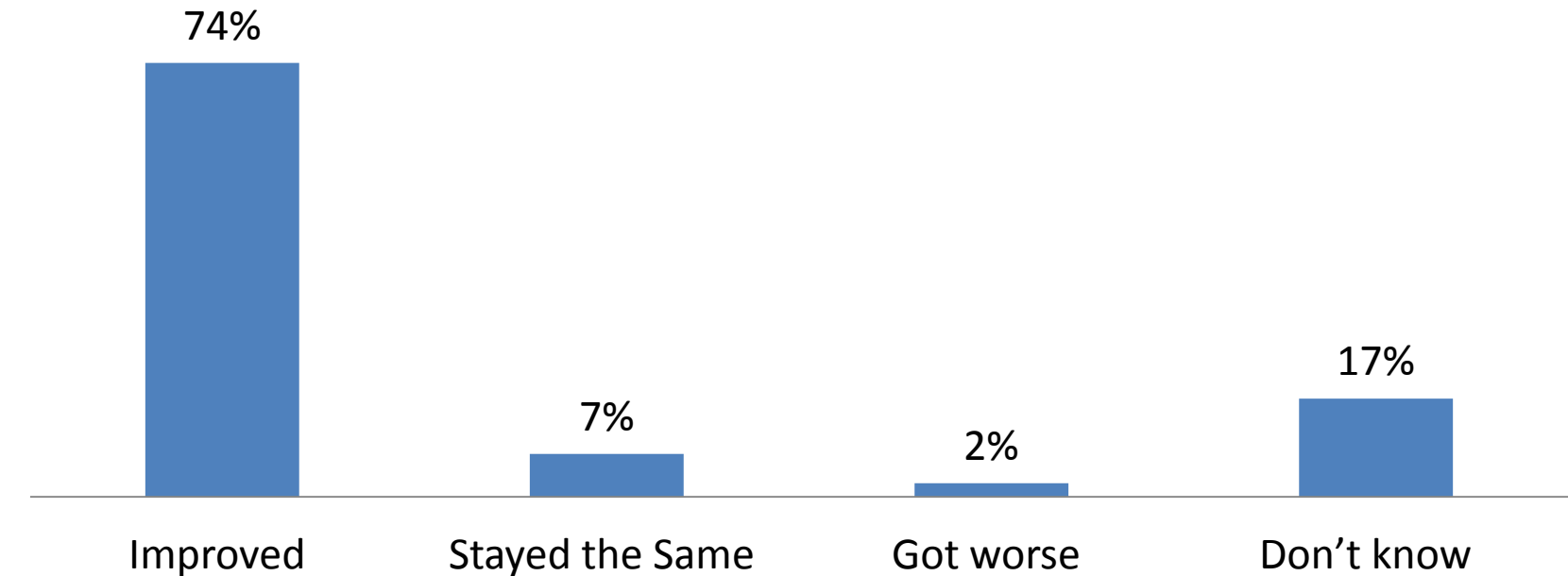
More signage and cycle lane all on one side

No, I think they've done the best they can.

Perceptions of Change in George Street

The majority think George Street's appearance has improved

Do you think the overall appearance of George Street has improved or worsened since the changes or is it no different?



Base: Respondents Sept-Nov 14, n=300

Respondents gave a range of reasons for perception of improvement

Q14 If improved, why do you say this is the case?	No of comments
Area looking nicer/ more attractive	91
Relaxed atmosphere	39
More space to walk/ cycle	38
More people/ more of a buzz	33
Not as much traffic/ less congestion	22
Great facilities available e.g. shopping/ restaurants/ bars	20
Cosmopolitan atmosphere/ cultured	16
Like being able to sit outside	16
Can cycle safely/ easier to cycle/ good cycle lanes	13
Like the information boards	12
Less fumes/ pollution/ cleaner	8
Looks cleaner/ tidier	7
More families/ more child friendly	4
Traffic noise reduced	3
Due to the one way traffic system	2

Just 7 respondents felt the overall appearance had worsened

Total nightmare for drivers, as well as trams takes longer to get anywhere. Although, area does look nicer.

Not as much parking, nightmare to drive to.

Parking/ driving is difficult and longer to get there. Not enough parking facilities.

I like to park in George Street because I'm staying close by and if you park after a certain time at night, you can stay there to a Sunday. It influences my decision of where to stay and where to come when I'm in Edinburgh.

Parking is worse - far too expensive. Really should reduce the costs or have day passes for visitors.

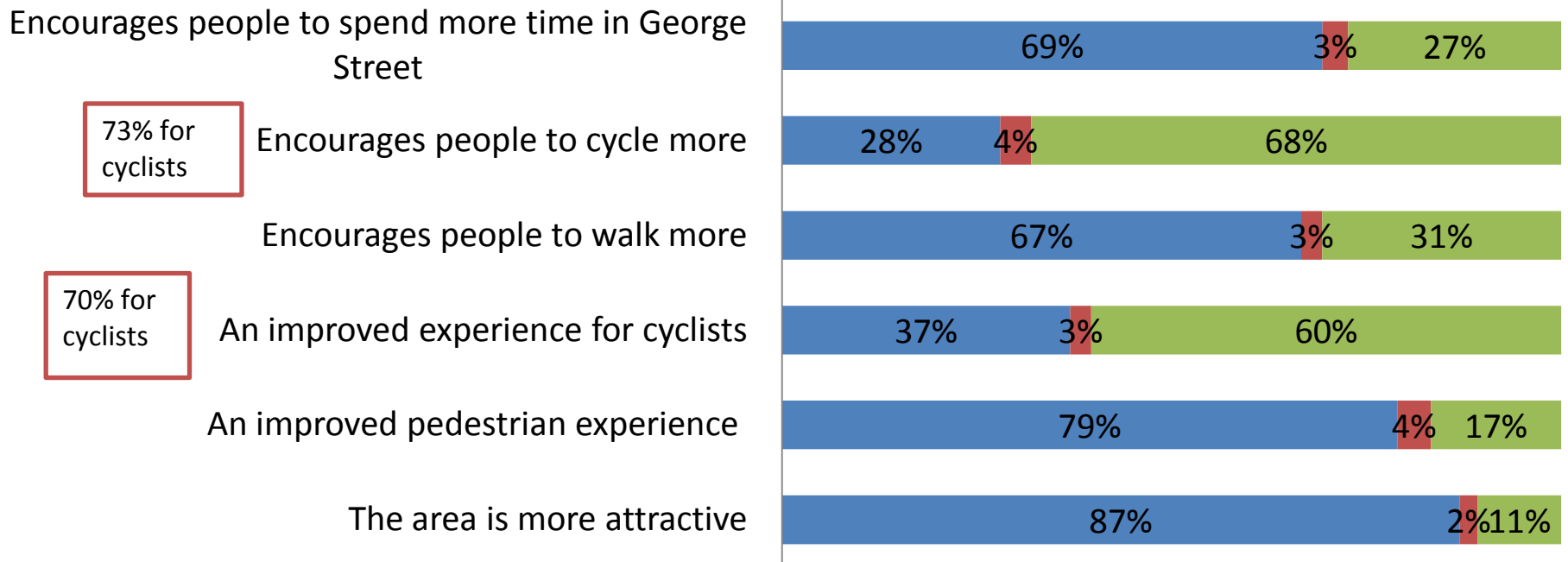
Not enough parking - makes journey longer and more stressful.

Traffic disruptions.

The vast majority of respondents feel that the changes have met their objectives

Q15 Do you think the changes to George Street have achieved any of the following?

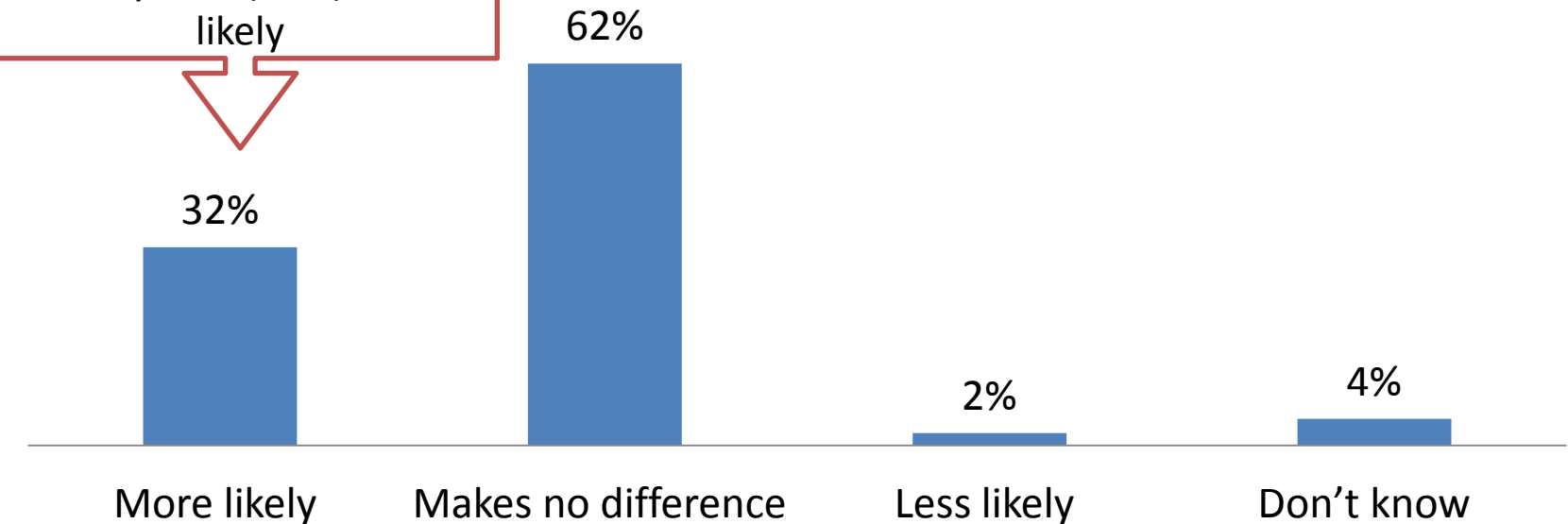
■ Yes ■ No ■ Don't know



94% of visitors say they are at least as likely to visit George Street (32% more likely)

Q16 Do you think the changes to George Street make you more or less likely to visit or does it make no difference?

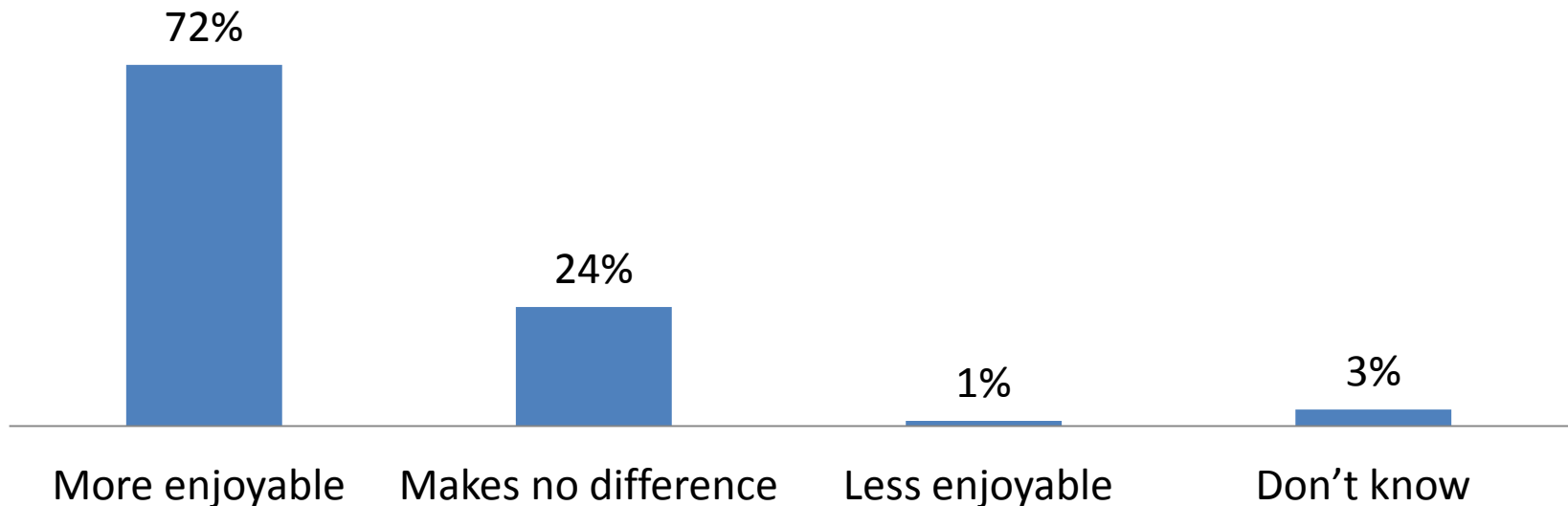
New town (46%) and Edinburgh (44%) residents and cyclists (55%) most likely



Base: Respondents Sept-Nov 14, n=300

Almost three quarters of respondents felt their trip was more enjoyable as a result

Q17 Do you think the changes to George Street have made your visit today more or less enjoyable or has it made no difference?



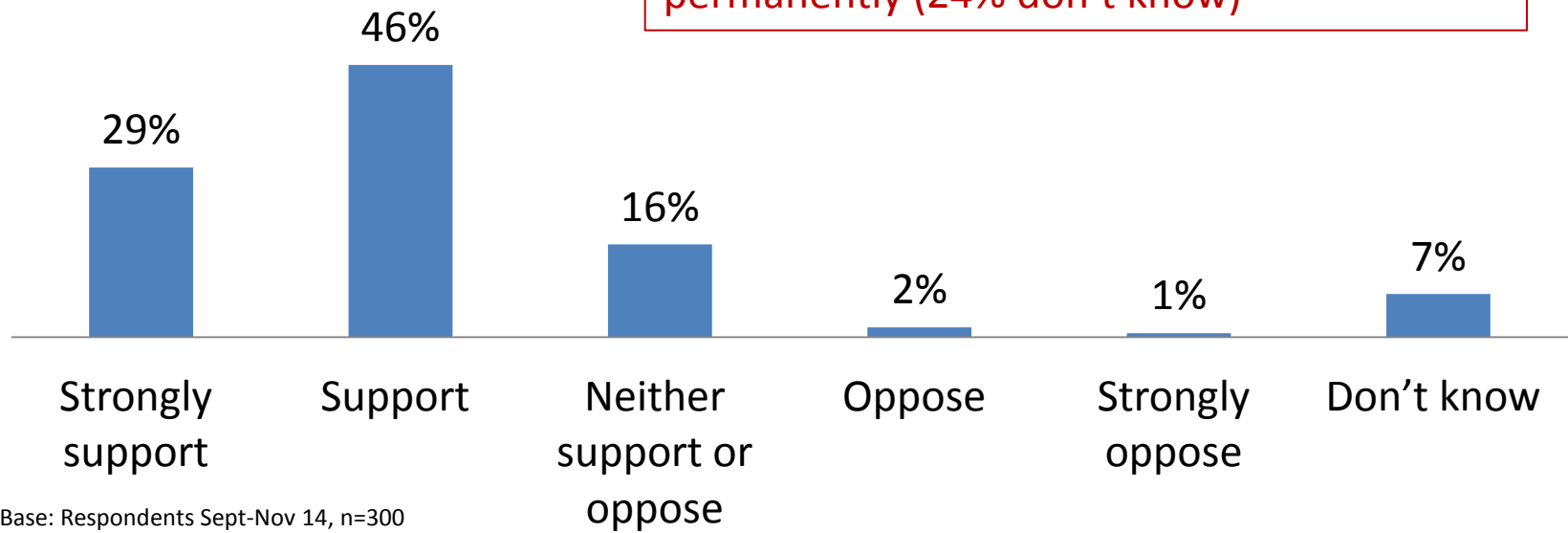
Base: Respondents Sept-Nov 14, n=300

The future of George Street

Three quarters of respondents support the idea of pedestrianized spaces

Q19 To what extent would you support or oppose the idea of introducing pedestrianized spaces on George Street for seating, outdoor dining or cultural activities?

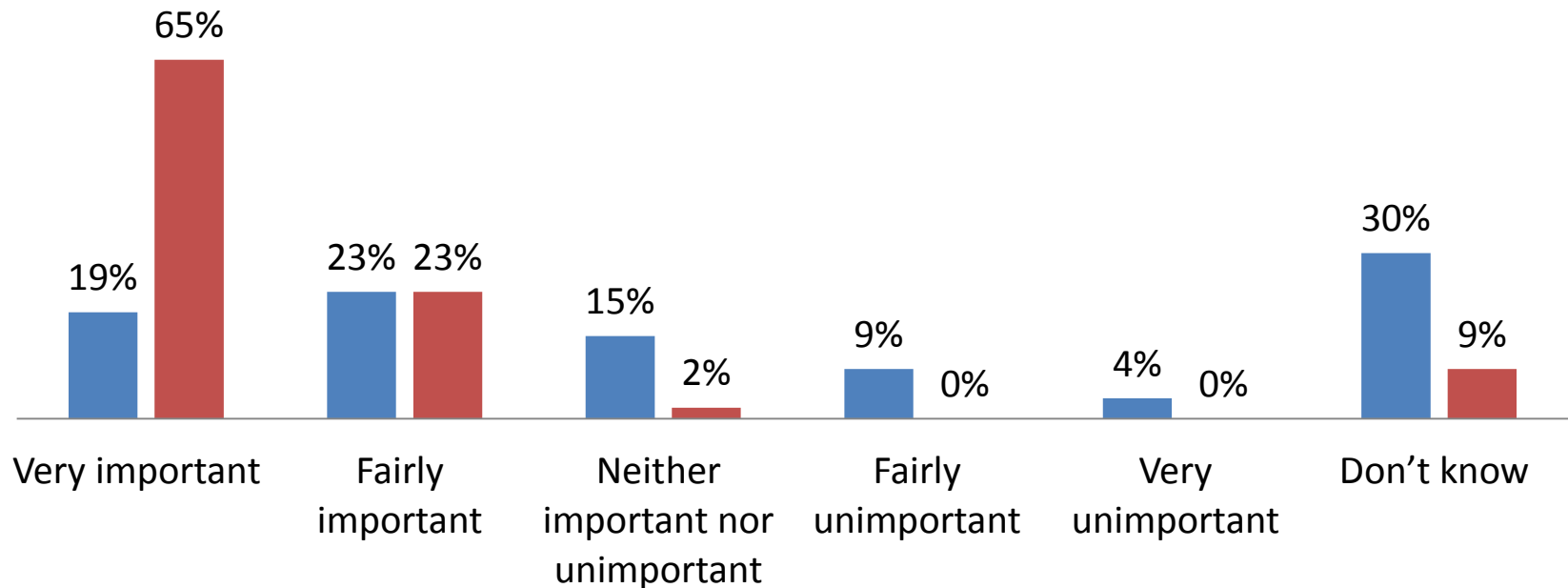
65% believe that these should be available permanently (24% don't know)



Car drivers much more likely to feel it is important that car parking continues to be available on George Street

Q21 How important do you think it is that car parking continues to be available on George Street?

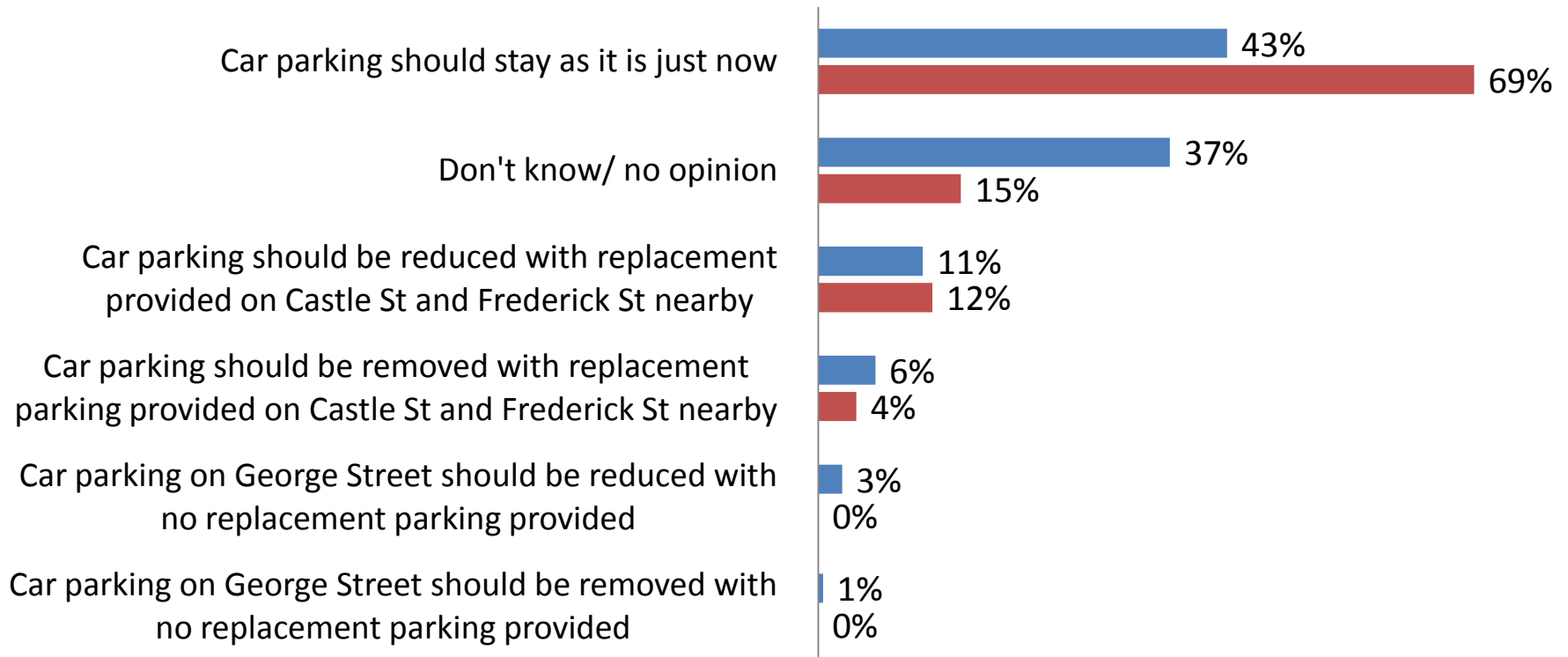
■ All respondents (n=300) ■ Car drivers (n=43)



Car drivers preference is that parking remains as it is

Q22 Thinking about parking in more detail, which of the following comes closest to describing your view?

■ All respondents (n=300) ■ Car drivers (n=26)



Suggestions for improvement

- 67% had no suggestions for improvement
- Of those that did, the most common comments were:

Make changes permanent/ maintain the changes (30%)

More street entertainment e.g. street artists/ stalls (15%)

Ban cars altogether/ pedestrian area only (13%)

More/ affordable parking (12%)

Keep clean/ clear up litter (10%)

Improve landscaping e.g. trees/ flowers (4%)

More seating areas (3%)

More cafes selling coffee/ cakes (5%)

Cycle lane changes e.g. both sides or down centre (6%)

Base: number of respondents who made comment, n=101

Any questions?

Briefing Note & Minutes

George Street Pedestrianisation Trail : First Quarterly Research Results (300 interviews) and feedback from quarterly stakeholder meeting (attended by businesses, members of the public, Elected Members, transport groups, heritage bodies and other interest groups).

Background & Different roles for CEC & Essential Edinburgh within the trial

The Council is running a year-long trial on George Street, introducing a two-way cycle lane, more space for pedestrians and a one-way traffic management system. 91% of the car parking was retained, including all types of parking on each block, and the purpose of the trial was to increase footfall, improve the pedestrian experience, and to increase the amount of time people linger on the street and the number of times they would return to the street.

Aside from the Council's role in opening up the space, Essential Edinburgh secured a planning consent for marquees and decking with the aim of animating the space, in a temporary manner.

The Council procured and appointed Research Resource, a leading independent research firm, to undertake 1200 on-street surveys, 100 per month, including minimum quotas of cyclists, New Town residents and car drivers.

A reasonable conclusion from quarter one is the Council's aspects of the trial have been successful in achieving greater footfall on all four blocks, people are lingering longer & returning frequently to the street. However the restaurants' marquees are almost universally seen as having failed on account of (i) their appearance is not in-keeping with George Street (ii) they are too permanent – they could not be removed for a major civic event like Light Night, for example (iii) they 'box in the buzz', and animate a private space that fails to bring atmosphere to the wider street. The Council is not seeking to provide private commercial boxes on civic space. There are other ways of animating a civic space that still allows for civic use of civic space on demand, yet bringing life to the street year-round.

Research Results

Research Resource reported on the first 300 on-street interviews. Full results are attached as an appendix. The key findings were as follows. 3 months in and George Street has:

- More people than ever before are on George Street : footfall has increased
- People are lingering longer, spending around 3 hours on average when visiting the street
- People are returning at the same or greater frequency than before (33% visit more often now it's pedestrianised, 62% same as before)
- These three facts show that Council's objective of making the space more attractive to visit (and encouraging returning visitors) is working. People like the space that's been created.

For Businesses:

- Window shopping is top of the list of "reasons for your visit". Shopping comes fourth.
- The Council's project is putting more eyeballs in front of shop windows than ever before, but only half are being converted into shoppers.
- Reasons for this may include "showrooming" where customers browse in shop, see the product, but then find a better deal online.

- Commentators like Martin Lewis argue that recent consumer rights legislation has created an imbalance, with 14 day no-questions-asked returns allowed for online purchases, but no similar arrangement exists for in-store purchases. The more clued-up consumer (perhaps the typical George Street consumer) is perhaps shopping online this year, especially for clothing.
- There are also some patterns visible across the UK macro economy where budget retailers (e.g. Primark) are performing better than higher end retailers (e.g. those George Street).
- The Council will be looking to work with businesses to improve the environment (there is often trade waste left outside premises all day, which is off putting to customers, whose customer experience has already begun by the time they pass branded trade waste bags outside a premises) & we'll be introducing some free-to-access public seating on the street.
- All ideas and discussions for animation of the space are welcomed by the Council, and any correspondence on ideas can be directed to jain.macphail@edinburgh.gov.uk
- The fact there are more people on the street, lingering longer & returning frequently is a strong position to build upon in 2015.

From local people & those interested in the world heritage site:

- There is broad support for the concept of pedestrianising the space and introducing more animation, but the execution of these two concepts could improve. Two key criticisms are:
- (1) the long-run design must return to a pleasing symmetry (it is currently asymmetrical) and an independent designer will be contracted to work up four potential options for the long run layout of the street, reporting in late 2015. We are confident this will address the matter and produce a design with symmetry through the design options process.
- (2) bar/restaurants' decking and marquees, an inflexible commercial use of civic space.
- We are working with Essential Edinburgh to encourage the removal of decking and marquees from their members before the trial ends, with alternative approaches encouraged which animate the civic space, but with a non-permanent removable structure. One example of an alternative are the "Jumbrellas" recently installed on Rutland Street, where these umbrellas have an electricity supply, provide weather protection and heating for customers, but bring buzz to the surrounding street (not a boxed-in buzz) and they can be removed at short notice for civic events, retaining an identifiably civic use of civic space.

Traffic displacement and environmental health/air quality matters:

- Traffic is being monitored on George Street and surrounding streets, to track any traffic displacement that occurs. The Council is meeting monthly with the New Town & Broughton Community Council, as well as with some interested members of the public, to provide feedback. This work will be ongoing, but early findings are that traffic levels have decreased significantly since 2005 on York Place (down 25% on 2005 levels) meaning there are more people in the city centre but fewer cars in town than before. The traffic levels on parallel street such as Abercromby Place and Albany Street have not grown perceptibly in the first few months, with perhaps between 4 and 6 additional vehicles per hour (one every 10 mins).

- Air Quality – one of the key reasons for undertaking a one-way traffic system, and introducing more pedestrian space and cycle lanes, was because George Street has recorded a dangerous level of air pollution in recent years due to the high volumes of traffic that previously used it. Air quality levels are improving and will be reported in full at the conclusion of the trial (Sept 2015).

Successes:

- European recognition for how pretty the Made In Edinburgh planters have been...Edinburgh took gold at the Entente Florale, and George Street played a part in that.
- People asked the Council not to use metal mills barriers so the Council asked our craftsmen and apprentices at the Inch Nursery to create bespoke wrought iron planters to act as a visible barrier between the car parking and cycling/pedestrian spaces, as a safety measure.
- The trial has been delivered on time, on budget, and as all the materials are recyclable and have a resale value the project may end up very close to cost neutral.
- The greatest success to date though is that footfall is up, more people are spending a longer time on George Street, and are returning frequently for more, as they like the new space.

Details from the research

- 100 interviews completed each month
- Interviews spread across days of the week (including weekends), times of the day (including evenings) and across all 4 blocks of George Street
- Respondents stopped on a 'next to pass' sampling methodology
- 300 interviews carried out between September and November 2014
- 74% of respondents think George Street's appearance has improved through the trial
- 72% said their visit was more enjoyable as a result of the changes
- 75% support the idea of pedestrianised spaces
- Specific pages to draw to your attention on the attached comprehensive data:
- Reasons for visiting George St (p7)
- How long visitors stay on George St/why (p8)
- What is important when making a decision about coming to George St (p11)
- Reasons for perception of improvement (p25)

Feedback from the Quarterly Stakeholder Meeting

As is often the case with a trial project, a lot of the research findings challenged long-held existing assumptions and preconceived ideas, amongst the local business community and local residents and Council officials.

The strongly expressed feedback from the stakeholder group was that there are negative perceptions of the trial, locally, and in discussion it emerged quite clearly that these are almost exclusively about the appearance of Essential Edinburgh members' decking and marquees. The group would like to see these removed as they negatively impact on the perception of the street.

The project would support that outcome too, at this stage, as the project's aim was to animate the space, to improve footfall, to encourage that greater footfall to linger longer and visit more often. While all of these outcomes are being achieved, at this stage, there are better ways than a marquee of animating a space in a temporary manner, but that allows for civic events to take place on civic space, bringing animation to the civic space, and not just to an enclosed private box.

Separate from the research process, the Council is beginning the process to procure a designer who will lead a design options process, involving key stakeholders and a panel of experts. This group will undertake a 'pros & cons' SWOT analysis of four different designs for the street layout being

- (i) the previous layout of George Street
- (ii) the current layout of George Street
- (iii) a fully pedestrianised George Street and
- (iv) a layout that is between (ii) & (iii), informed by Designing Streets & key design principles.

The work of the design team will be presented to Transport and Environment Committee at the conclusion of the trial. The stakeholder group will be informed of progress from the design discussions on a quarterly basis, in a similar manner to the quarterly research updates they receive.

Perhaps the key consideration for the George Street trial, this stakeholder group, and the design process, is to work towards a vision of what kind of place George Street should become, in advance of the St James development completing in 2019/2020. The empirical research feedback is already challenging notions and ideas of how customers and citizens use George Street, how people perceive it, and what they would like it to become. A clear majority of the interviewees at this stage support greater pedestrianisation of the street, raising fundamental questions for the project to consider during the remainder of the trial period on what type of place is George Street - is it a retail street, a party street, or a residential space, a cultural attraction for tourists, is it even "one street" in terms of uses (i.e. do individual blocks have different characters from neighbouring blocks).

It is clear from the research that the design options will wrestle with directly competing groups, e.g. 12% saying they want more car parking, and a similar number (13%) saying get rid of all car parking.

The stakeholder group also raised important questions about financing any public realm improvements (the concern being that whatever the outcome is the Council needs to get it right and it may be a costly exercise). The key feedback though was a request for the removal of marquees.

The group accepted that the purpose of a Council in a pedestrianisation project is to create a space that encourages greater footfall, that lingers longer and returns more frequently. The trial can evidence that it has been successful in all those regards so far. At next meeting the questionnaire and any photographs being shown to interviewees will be brought to the meeting to see.

There may be food for thought for business groups within the information that 38% of people on George Street are window shopping (perhaps showrooming) but only 20% are actually shopping. Business groups may wish to use this information to:

- (1) lobby central government about the impact of an imbalance in consumer rights (online vs in-store purchases carry radically different levels of protection for consumers);
- (2) consider ways to convert the increased footfall and 'showrooming' at their windows into shoppers coming in-store to make a purchase there and then;
- (3) engage with Council over ideas for ways to animate the space in the street;
- (4) consider that, in the newly pedestrianised spaces, the customer experience begins before the customer reaches the shop window. There are daily examples to be found of retailers leaving trade waste (clearly identifiable to their business) out on the street. The same staff member who took the rubbish out is then polishing the windows and door handles, but the customer's negative perception will have begun at the point of seeing the trade waste. There are more discreet ways that trade waste can be stored and removed.
- (5) The Council is keen to engage more directly with individual businesses on the street, to provide an equally-informed view that would sit alongside the monthly feedback from the local community council and the 1200 on-street customer/citizen interviews being captured.

Closing remarks:

There was a lot of passion expressed in the meeting and understandable concern that, within the context of a low-budget trial, the look of the street could improve. The benefit of a trial approach is that we are not stuck forever with any aspects that have not worked, while we can retain the aspects that do succeed. We have an unprecedented opportunity to learn (through empirical research) how people move around the city centre, and what their thoughts and opinions are on how people use George Street, for shopping, dining, socialising, working, living, travelling and visiting.

The George Street area is fortunate to play home to some of the finest architects, designers and heritage expertise in the country, some of the finest business brains in the country, and has the benefit of a highly motivated local community who care deeply for the World Heritage Site and want to see the street become the best it can be. It is the Council's role to ensure that this passion and expertise (allied to the empirical research work) produces the best long-term outcome for the street in what is a very dynamic city centre environment.

The input of all attendees and contributors was all noted and gratefully received.

At the next meeting, the results of interviews from December, January and February will be released, and it will be interesting to see if the early successes are maintained through the winter months (higher footfall, lingering longer, returning frequently, positive about pedestrianised areas). Also with the Christmas shopping period in there, and the annual Hogmanay festivities, the retail and tourism angles will undoubtedly be of interest for members of this Stakeholder Group.

Many thanks for your involvement.

Date of Next Meeting: Week commencing 16th March 2015 (date & time tbc) in Assembly Rooms.

Iain MacPhail

City of Edinburgh Council

City Centre Programme Manager

iain.macphail@edinburgh.gov.uk

Transport and Environment Committee

10am, Tuesday, 17 March 2015

Landfill and Recycling

Item number	7.11
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.

Waste sent to landfill in the period April – December 2014 is down 4% 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 4,044 tonnes higher than initially predicted for the financial year 2014/15.

The amount of waste recycled in the period April – December 2014 has increased by 4.3% over the same period in 2013/14.

Phases 1 and 2 of the new kerbside recycling service are showing an average 110% higher recycling yield and 30% landfill waste reduction on the new routes.

The costs per tonne of landfill, and total landfill costs, are detailed in the report.

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 2009/10 (Table 1). Given this recent pattern, it was anticipated that waste arisings would fall by approximately 2.2% in 2014/15.

Year	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 (predicted)	2014/15 (forecast)
Tonnage total waste (waste arisings)	242,220	235,162	231,723	228,883	221,084	218,481	213,693	224,000
% change		-2.9%	-1.5%	-1.2%	-3.4%	-1.2%	-2.2%	2.5%

Table 1: Waste arisings 2009 onwards

3.2 However, this year to date (April to December 2014), waste arisings are currently 2.2% 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 It is now predicted that end of year waste arisings will be greater than the 218,481 tonnes recorded in 2013/14, with year end waste arisings of 224,000 tonnes currently forecast. This is approximately 10,300 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.

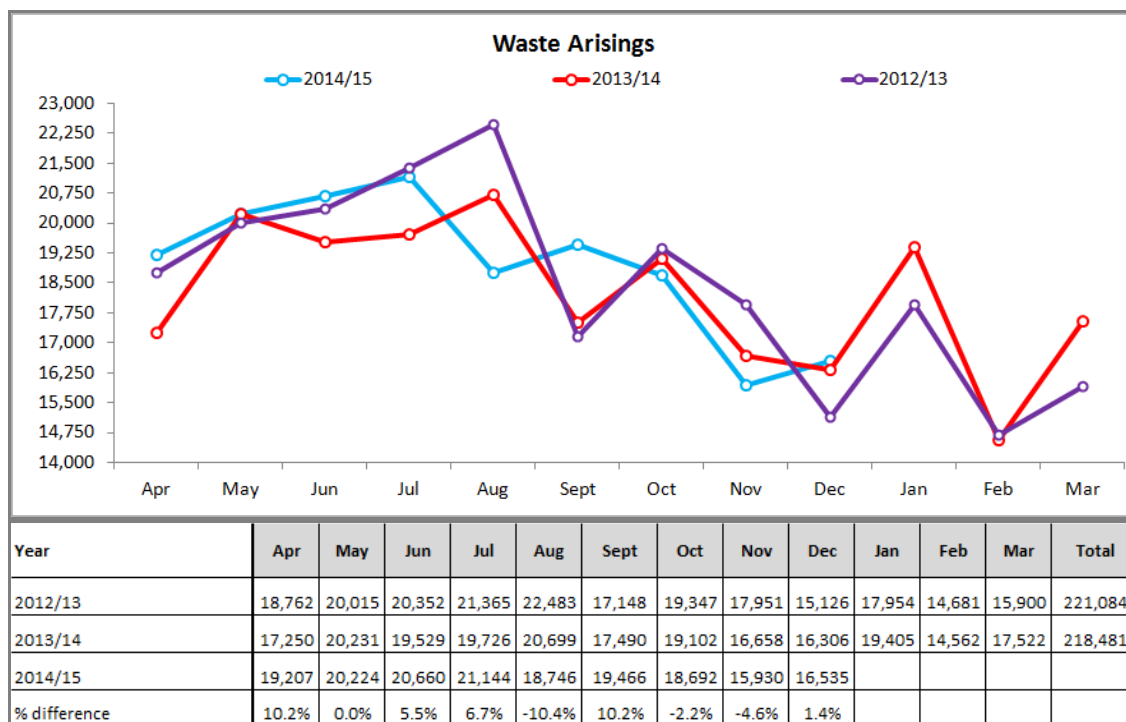


Chart 1 – Waste arisings 2012/13 – 2014/15

Landfill Waste

- 3.4 Landfill tonnage to date (April to December 2014) was 96,819 tonnes. This is a reduction of 4,000 tonnes, or 4%, on the same period in 2013/14 (Table 2).
- 3.5 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 (Table 2).

	YTD	YTD	YTD Apr-Dec		14/15	14/15	13/14	Forecast	
	Apr-Dec	Apr-Dec	Difference		Pledge	Year End	Year End	difference to 13/14	
	2014	2013	Tonnes	%	Target	Forecast	Actual	Tonnes	%
	tonnes	tonnes			tonnes	tonnes	tonnes		
Landfill	96,819	100,819	4,000	4	118,000	129,000	132,564	-3,564	-2.7%

Table 2: Landfill Tonnes – actual YTD and anticipated 14/15

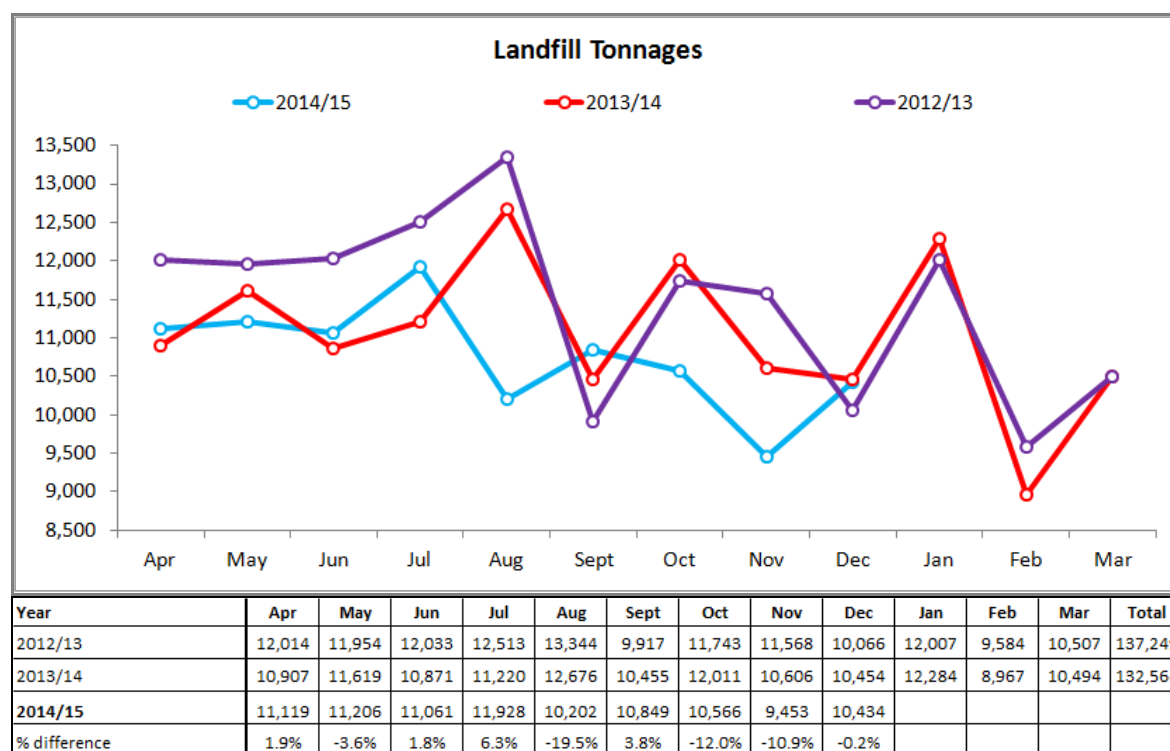


Chart 2: Landfill comparison by month and year

Recycling

- 3.6 The percentage of waste recycled (including street sweepings) between April and December 2014 was 40.2% compared to 39.5% 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 39.4%, a 0.1% increase over the 39.3% achieved in 2013/14.

	YTD 2014 (Apr-Dec)		YTD 2013 (Apr-Dec)		Difference	
	Tonnes	% Rate	Tonnes	% Rate	Tonnes	% Rate
Recycling	68,992	40.2%	66,172	39.5%	2,820	0.7%

Table 2: Percentage of waste recycled 2013/14 & 2014/15

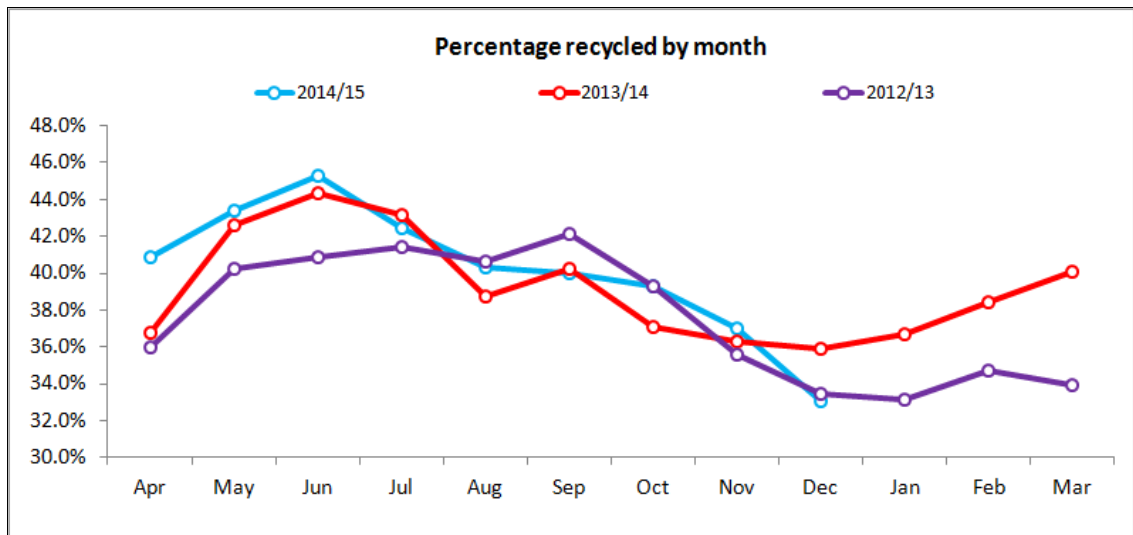
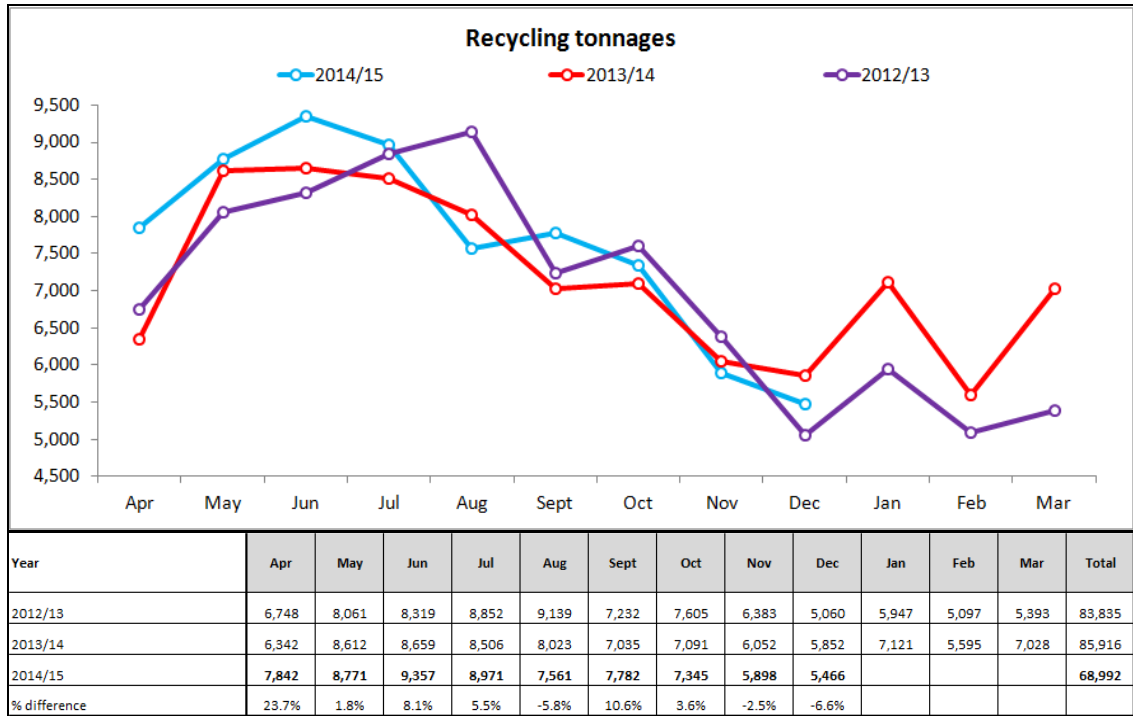
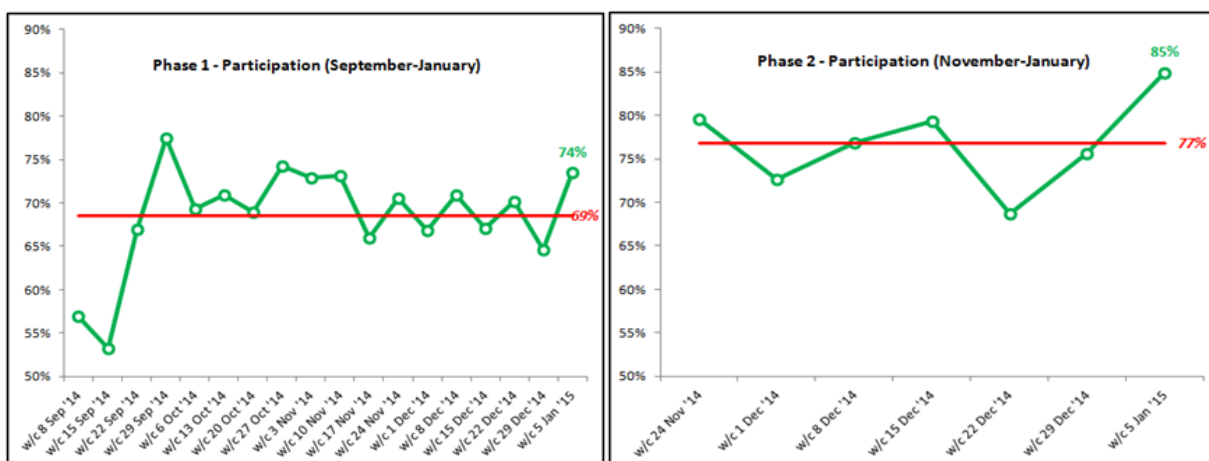


Chart 3: Recycling Tonnages 12/13, 13/14 & 14/15

3.7 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.

- 3.8 The new kerbside service simplifies the recycling process for residents and increases the range of materials collected. The full roll-out will be completed by October 2015 and 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 will be subject to continuous review now the new service has commenced.
- 3.9 As can be seen in Chart 4, residents have engaged positively with the new service, with participation consistently above 70%. Further, recycling yields for the new service are 110% higher, increasing from a citywide average of 1.9kg/hh/wk to 4kg/hh/wk in December 2014 in the new service areas. More information regarding the engagement work undertaken with householders is detailed in section 9.1.



- 3.10 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. This is having a positive effect on reducing landfill, with tonnages reducing by an average of 30% since the start of the service on the new recycling routes (Chart 5).

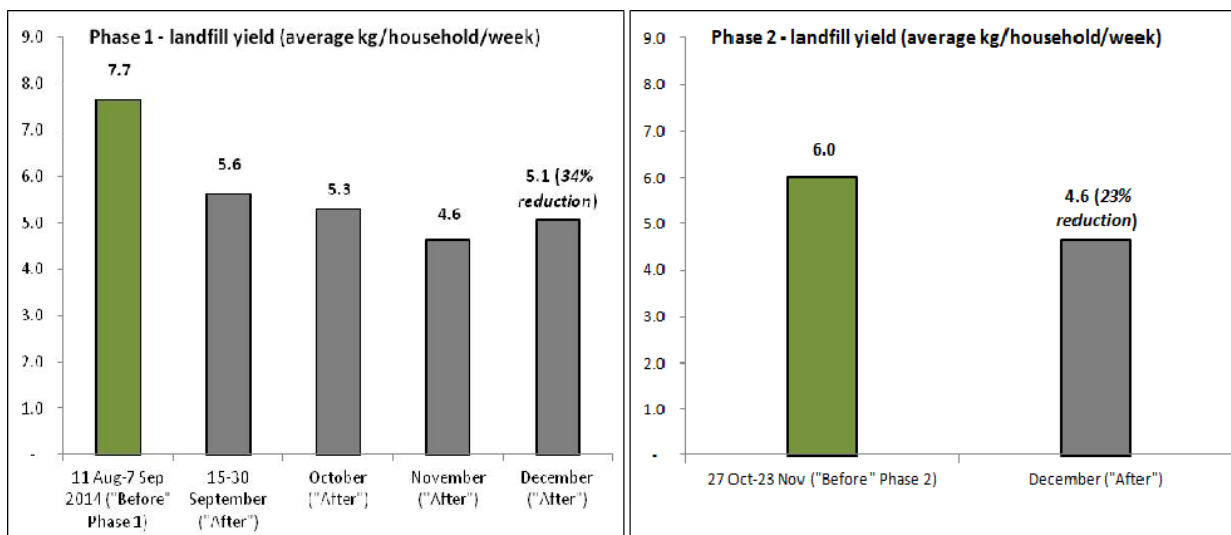


Chart 5 – Average landfill reduction, new recycling service routes

3.11 Table 3 provides further details on the overall recycling tonnage collected for the period April to December 2014, broken down by collection scheme.

Scheme	Dec-14	Dec-13	Dec Difference	% difference	Apr- Dec 2014/15	Apr -Dec 2013/14	YTD Difference	% difference
Kerbside Blue/Red Boxes	897	1165	-268	-23.0%	10002	10799	-797	-7.4%
Kerbside New Recycling Service	597	n/a	n/a	n/a	1283	n/a	n/a	
Garden Waste	593	683	-90	-13.1%	20211	17566	2645	15.1%
Food Waste	537	423	114	26.9%	4248	3765	483	12.8%
Recycling Banks (textiles, books, glass & paper banks)	609	605	4	0.6%	5063	5154	-91	-1.8%
Packaging Banks	287	335	40	14.0%	2743	2456	287	11.7%
Communal Paper bins	172	166	-1	-0.5%	1405	1456	-51	-3.5%
Trade	229	292	7	1.3%	3002	3460	-458	-13.2%
CRC	1064	1553	-149	-10.5%	15159	15288	-129	-0.8%
Special Uplifts	222	172	49	22.4%	2929	2334	595	25.5%
Street Sweepings	239	430	-61	-15.9%	2582	3487	-905	-25.9%
Other	21	28	-9	-21.2%	365	407	-42	-10.4%
Total Recycling	5466	5852	-154	-2.5%	68992	66172	2820	4.3%

Table 3: Year to date (April – December) recycling by collection scheme 2014/15 & 2013/14

3.12 In the year to date, food waste has continued the increase experienced in recent months and has shown a 12.8% increase in tonnage collected. The service has experienced a large increase in requests for kerbside food waste caddies, since the introduction of the new recycling service in September 2014.

3.13 An increase has also 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 15.1% greater than for the same period last year (April to December 2014).

3.14 On street packaging recycling has also shown an increase in use, with tonnage increasing by 14% in December 2014 and 11.7% in the year to date.

3.15 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. Commencing in February 2015, two approaches to communal recycling are being piloted, namely:

- 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 (parts of Hillside area),
- 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 (parts of Bellevue area).

Complaints

3.16 Weekly complaint numbers from January 2012 to December 2014 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.

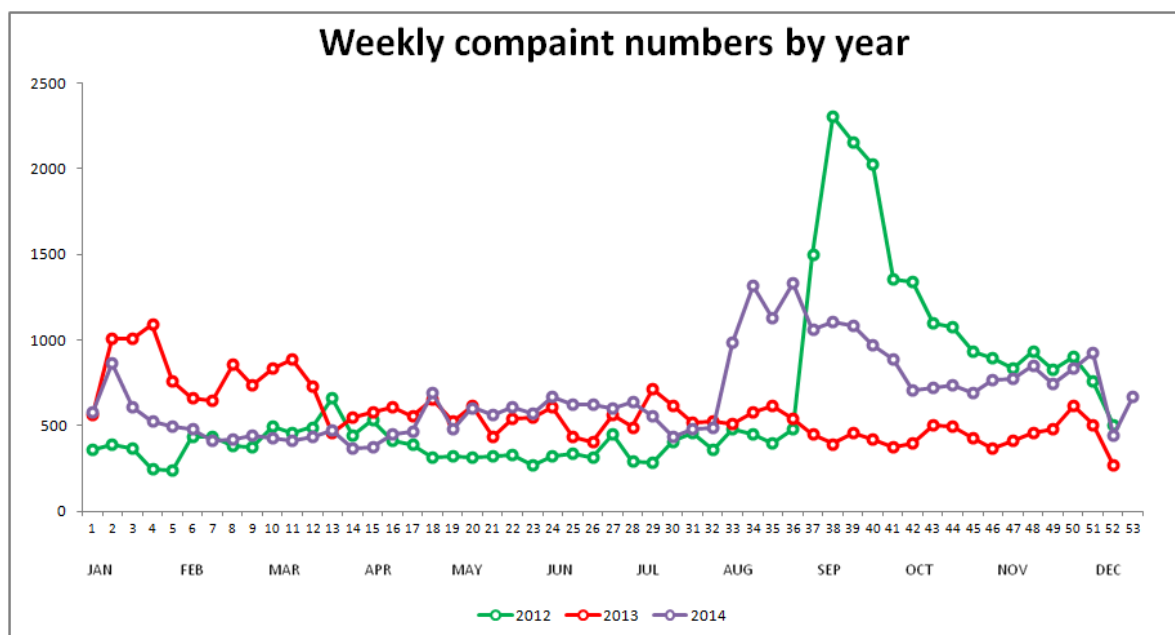


Chart 7: Total complaints per week 2012 to 2014

3.17 On average between April and December 2014, there were 726 complaints a week, 43% more than for the same period last year. With approximately 460,000 collections a week, this translates to 0.64% of collections resulting in a customer complaint.

- 3.18 It should be noted when comparing data with 2013/14 that, with the launching of online web forms in late 2014 to record missed collections, more opportunities have been created for customers to, both to log a complaint in the first instance, and to record missed collections when the customer contact centre is closed.
- 3.19 The service has implemented the following measures to reduce complaint numbers:
- waste collection services are monitored on a daily basis to ensure that critical, route specific issues which are causing disruption are identified and addressed quickly;
 - a redesign of existing kerbside food waste routes to encompass increased participation, optimisation for route efficiency and improvement of the consistency of service provision, is ongoing; and
 - repeat complaints to 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.
- 3.20 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 It was requested by committee at its meeting of 10 January 2015, that information on the cost per tonne of landfill be included in future performance reports.
- 5.2 Although the end of year landfill tonnage is predicted to reduce by 2.7%, compared to 2013/14 performance, the tonnage of waste landfilled is forecast to exceed the budget target.
- 5.3 Dependant on the waste stream, landfill waste is disposed of via a number of disposal contractors. On average, it costs £107 a tonne to landfill waste; however this does not include rail transport charges that apply to part of the waste stream. We anticipate that, for forecast end of year landfill tonnages of 129,000, landfill costs (excluding freight charges) will be in the order of £13,855,000.

- 5.4 The cost of disposal to treatment of recyclate is currently £45 per tonne. This figure is subject to ongoing change related to market volatility of recyclate costs, which are demand led.

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. The Community Engagement team within Waste Services has supported two phases of implementing the new service to 40,000 households and is focussing on the third phase in March 2015 to a further 20,000 households. Support has included comprehensive targeted communications for residents, briefings for key stakeholders and community groups, events, and door to door engagement. As of January, 1277 properties have been visited to talk about the new service, and 1728 properties visited to provide extra advice after crews reported the wrong items in the recycling bin. The service has also

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. 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. This survey was undertaken for residents in Phase 2 in January 2015, and the results will be available for the next committee.
- 9.3 Waste Services is supporting each phase of the rollout with recycling advisors working alongside crews on both the recycling and residual routes. This assists in dealing with any immediate issues householders may have and also to accurately identify householders who would benefit from further guidance in utilising the new recycling service fully.
- 9.4 For areas of high density, such as flats and tenements with shared bins, Waste Services is undertaking two pilot projects commencing in February 2015 to encourage residents in these areas to recycle more and also to increase the amount of items that can be recycled. This is being supported by the Community Engagement team which is monitoring the two pilot areas, to capture feedback to inform any future changes.

Background reading/external references

N/A

John Bury

Acting Director Services for Communities

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Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free

of litter and graffiti

CO18 – Green – We reduce the local environmental impact of our consumption and production

CO19 – Attractive Places and Well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm

Single Outcome Agreement

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

Appendices

N/A

Transport and Environment Committee

10:00am, Tuesday, 17 March 2015

Response to the Scottish Government consultation on a Low Emission Strategy for Scotland

Item number	7.12
Report number	
Executive/routine	
Wards	All

Executive summary

The Scottish Government has drafted a Low Emission Strategy for Scotland, with the aim of improving air quality by setting out a range of measures across health, transport, development, climate change, energy and the environment which will be applicable across Scotland.

It is suggested that The City of Edinburgh Council should welcome the general direction of the Low Emission Strategy. However, questions should be raised as to whether additional resources will be made available by Scottish Government to put into practice some of the required actions such as monitoring of Particulate Matter PM_{2.5}. In addition clarity is required on whether the strategy will be for guidance only or have regulatory underpinnings that insist on compliance.

The report notes that the Council has already implemented or taken a leading role in the introduction of a number of proposed actions in the draft consultation. These include setting and achieving significant change in modal shift including cycle to work journeys, pioneering ECOSTARS a freight recognition scheme in Scotland, and working with Lothian Buses on innovative solutions to improve the bus fleet.

Links

Coalition pledges	P51
Council outcomes	CO10 , CO15 , CO18 , CO22 , CO26
Single Outcome Agreement	SO2 , SO4

Response to the Scottish Government consultation on a Low Emission Strategy for Scotland

Recommendations

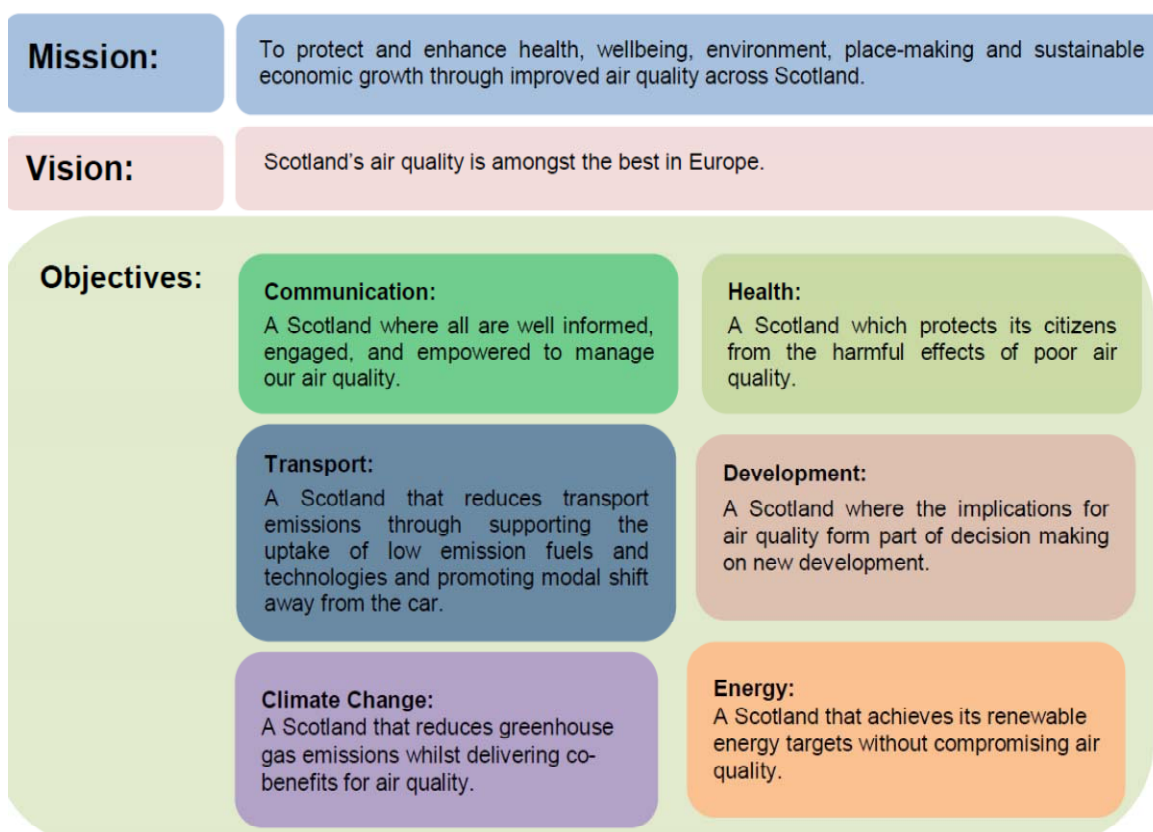
- 1.1 It is recommended that Committee approves the draft response to the Scottish Government's Low Emission Strategy Consultation, attached as an appendix to this report.

Background

- 2.1 Air quality has been improving in Edinburgh and more generally across Scotland. But this progress has not been quick enough to meet deadlines set in EU ambient air quality directives for compliance with nitrogen dioxide standards. Progress has been inhibited in the UK due to failure of EURO engine standards to meet their emissions targets in real life and a shift from petrol engines to diesel engines in the car sector.
- 2.2 Approximately 4% of the city area (less if the Council administrative boundary is used) and 3% of the population are currently in an Air Quality Management Area for nitrogen dioxide. Areas of concern are generally related to the central core and arterial road routes, especially those traversing street canyons where pollutant dispersion is difficult or where buses and other traffic is congested.
- 2.3 The Scottish Government in its preamble to the consultation states *“Low Emission Zones (LEZs) are a potentially effective measure that could help to improve local air quality. Although adopted widely in other parts of Europe and in a handful of locations in England (notably London), no Scottish local authority has to date introduced an LEZ. Reasons for this include costs, perceived economic impact and political/public acceptability. Feedback from local authorities and others does suggest however that a national framework could encourage LEZ adoption. Currently, local authorities are able to establish LEZs in their areas and set their own emissions standards and operating procedures. Whilst this gives flexibility to create specific solutions for local issues, it means businesses potentially having to comply with a different set of conditions each time their vehicles enter a different LEZ, which would have both economic and practical negative impacts. A national framework – initial proposals for which are set out in section 8 of the draft Low Emission Strategy - would involve the setting of emissions standards and procedures which would be applicable across Scotland, providing certainty and consistency for all who would be affected.”*

Main report

- 3.1 The Scottish Government has published a draft Low Emission Strategy for Scotland, with a closing date of 10 April 2015.
- 3.2 A response to the Scottish Government consultation has been drafted, and is attached as an appendix, for approval. The strategy has the aim of improving air quality by setting out a range of measures across health, transport, development, climate change, energy and the environment which will be applicable across Scotland.
- 3.3 The mission, vision and objectives of the draft consultation are laid out in the table below copied from the document:



- 3.4 In setting out its consultation the Scottish Government states that “*The Low Emission Strategy draws together the various policies being implemented and developed across a range of central government portfolios which have the potential to improve air quality, and presents these within a coherent overall framework. Although there is currently a great deal of activity involving the Scottish Government, Transport Scotland, SEPA, Health Protection Scotland and others in relation to air quality, it is not always obvious, particularly to those outwith these organisations, how these initiatives relate to each other. Key aims of the LES are to help address this, and also to contribute to more effective and efficient policy delivery.*”
- 3.5 It is suggested that The City of Edinburgh Council should welcome the general direction of the Low Emission Strategy. However, questions should be raised on whether additional resources will be made available by Scottish Government to

put into practice some of the required actions such as monitoring of Particulate Matter PM_{2.5}. In addition, clarity should be provided on whether the strategy will be for guidance only or have regulatory underpinnings that insist on compliance.

- 3.6 The report notes that the Council has already implemented, or taken a leading role in, the introduction of a number of proposed actions in the draft consultation. These include setting targets for, and achieving significant changes in, modal shift including cycle to work journeys, pioneering ECOSTARS a freight recognition scheme in Scotland, and working with Lothian Buses on innovative solution to improve the bus fleet.
- 3.7 The Council notes that more can be done in relation to utilising the planning and development process to mitigate effects on air quality. The planning committee has agreed that the issue of a Low Emission Strategy be added to the list of guidance to be investigated in the coming year. The issue will be considered in relation to both the strategic and local development planning process and how the planning process can contribute to a Low Emission Strategy.

Measures of success

- 4.1 Submission of the draft consultation response to Scottish Government. Adoption of the Low Emission Strategy and implementation of actions with the outcome that air quality is much improved and complies with EU ambient air quality directive.

Financial impact

- 5.1 The majority of measures in the draft consultation, if implemented, have a financial cost. For example introduction of a low emission zone would likely cost £2M to £5M to set up with annual running costs of £0.5M to £1.0M and transfer of responsibility for monitoring particulate PM_{2.5} from Scottish Government to Local Authority control would likely cost £100k to £200k annually for additional equipment and staff. If the Scottish Government implements this draft consultation as policy they must provide adequate resource for it to be fulfilled.

Risk, policy, compliance and governance impact

- 6.1 If the recommendations are not accepted there is a higher risk that parts of Edinburgh will continue to exceed European Union and UK air quality regulatory standards. The UK government and devolved administrations are currently the subject of EU infraction proceedings for failing to comply with the EU ambient air quality directive as it relates to nitrogen dioxide. It is considered that there are no other known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 This report proposes no change to current policies or procedures and as such a full impact assessment is not required.

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:

- The proposals in this report will reduce carbon emissions because they contribute to the development of a Low Emission Strategy for Scotland.
- The proposals in this report will increase the city's resilience to climate change impacts because a Low Emission Strategy for Scotland will encourage the use of low emission vehicles across the country.
- The proposals in this report will help achieve a sustainable Edinburgh because a Low Emission Strategy for Scotland will assist in reducing the health impacts of air pollution generated by road traffic.
- Environmental good stewardship is not considered to impact on the proposals in this Low Emission Strategy for Scotland report because the proposals will help achieve a sustainable Edinburgh by encouraging fuel efficiency in road transport.

Consultation and engagement

9.1 The consultation response has been formulated jointly by Community Safety Planning & Building Standards and Transport services.

Background reading/external references

[Draft Low Emission Strategy for Scotland consultation.](#)

[Climate Change Framework](#)

[Local Transport Strategy 2014 - 2019](#)

[Transport 2030 Vision](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P51 - Investigate the possible introduction of low emission zones.
Council outcomes	CO10 - Improved health and reduced inequalities CO15 - The public is protected 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	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	Proposed Council response to the Scottish Government consultation on a Low Emission Strategy for Scotland.

APPENDIX A: Proposed Council response to the Scottish Government consultation on a Low Emission Strategy for Scotland.



Low Emission Strategy

RESPONDENT INFORMATION FORM

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

The City of Edinburgh Council

Title Mr Ms Mrs Miss Dr *Please tick as appropriate*

Surname

Mooney

Forename

Susan

2. Postal Address

The City of Edinburgh Council		
Head of Community Safety		
East Market Street		
Edinburgh		
Postcode	Phone	Email

3. Permissions - I am responding as...

Individual / **Group/Organisation**

Please tick as appropriate

- (a)** Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate Yes No

- (b)** Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick **ONE** of the following boxes

Yes, make my response, name and address all available

Yes, make my response available, but not my name and address

Yes, make my response and name available, but not my address

- (c)** The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate Yes No

- (d)** We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate

Yes

No

CONSULTATION QUESTIONS

Q1 Do you think the Mission, Vision and Objectives for the Low Emission Strategy are appropriate? If not, what changes would you suggest?

The City of Edinburgh Council supports the Mission and Vision set out in the draft Low Emission Strategy. The Council has already implemented or taken a leading role in the introduction of a number of proposed actions in the draft consultation. These include setting and achieving **significant changes** in modal shift including cycle to work journeys, pioneering ECOSTARS a freight recognition scheme in Scotland and working with Lothian Buses on an innovative solution to improve the bus fleet. The Council has recently revised its Local Transport Strategy 2014-19 and it contains a range of specified actions to encourage modal shift away from car use e.g. Active Travel Action Plan, Work and School Travel Plans and expansion of Park & Ride facilities.

Q2 Do you think the proposed actions will deliver the Mission, Vision and Objectives? If not, what changes to the actions would you suggest? Are additional actions required? If so, please suggest what these might be.

1a The City of Edinburgh Council believes that achievement of modal shift targets will require additional incentives and investment to encourage the required degree of expansion of high quality sustainable public transport and active travel alternatives.

1b The City of Edinburgh Council supports use of the Daily Air Quality Index which is currently published on scottishairquality.co.uk website, but would recommend its use is provided with narrative for interpretation eg how close human receptors are to the roadside or kerbside pollution monitor.

2a The City of Edinburgh Council supports the revision of the Local Air Quality Management system which reduces the administrative burden of regulatory reporting to allow greater resource to be devoted to action planning.

2b The City of Edinburgh Council notes this action to adopt WHO limits for Particulate Matter.

2c The City of Edinburgh Council believes it will be difficult for local authorities to achieve the proposed objectives for PM_{2.5} due to non-local transboundary impacts. Much more requires to be done at an EU level to regulate and reduce transnational sources of this pollutant.

2d The City of Edinburgh Council believes that if Scottish local authorities

are to have a responsibility for monitoring and assessment of PM_{2.5}, additional resourcing will be required for establishing monitoring sites, maintaining monitors, training staff and assessing and reporting findings.

3a The City of Edinburgh Council welcomes a proposal for a national air quality modelling methodology. However, clarification is required on the processes that local authorities and others must follow to reduce or mitigate any modelled air quality impacts identified in their areas.

3b The City of Edinburgh Council would like clarity on what benefit a mandatory LEZ screening process would be expected to deliver, if there is no mandatory requirement for a local authority to implement an LEZ. Greater social and health benefits might be derived from the resources required for mandatory screening (and potential feasibility studies) to be applied instead to actions for reducing source emissions.

4a The City of Edinburgh Council notes this action.

5a The aim of removing all local AQMAs by 2020 is welcomed by the City of Edinburgh Council. However, it is unclear if this will be deliverable if current factors such as vehicle emissions influencing existence of current AQMA's are not adequately managed or mitigated within the timescale suggested. Much of the ambition in this action is predicated on other key actions, some of which are considered to lack sufficiently robust policy support.

5b The City of Edinburgh Council supports compliance with the EU ambient air quality directive, but it is not clear if the draft low emission strategy will achieve that ambition.

5c The City of Edinburgh Council supports compliance with the exposure reduction target for PM_{2.5}, but it is not clear if the draft low emission strategy will achieve that ambition.

6a The City of Edinburgh Council notes this action.

6b The City of Edinburgh Council notes this action is assigned to Health Protection Scotland. It is essential that Local Authorities are involved in creation of the communication strategy so that messaging is clear and focussed.

6c The City of Edinburgh Council suggests that this action could be supported by a clear indication from each Health Board setting out the timescales for this to be implemented for their areas since local citizens may not be aware of timescales for revisions of Joint Health Protection Plans.

7a The City of Edinburgh Council notes this action.

8a The City of Edinburgh Council believes from its own trials that low cost sensor technology must be fully proven to provide consistently reliable air monitoring data in real-world environments before it is applied in any formal assessment processes, such as traffic modelling.

9a The City of Edinburgh Council believes that traffic management systems

at local authority level are currently not optimally resourced. Optimisation of local traffic flows will require additional funding to be made available, including for the purchase, installation, maintenance and management of additional infrastructure. It will be essential to ensure that a goal of traffic flow optimisation does not lead to an unintended consequence of increased traffic volumes, especially cars.

9b The City of Edinburgh Council supports this action.

10a The City of Edinburgh Council supports this action.

10b The City of Edinburgh Council already has a 2020 target of 10% of everyday journeys by cycle. It has gone further and placed a target of 15% for travel to work journeys.

10c The City of Edinburgh Council has recently adopted Local Transport Strategy 2014-19 with the stated aim to modal shift away from cars.

11a The City of Edinburgh Council supports this action.

11b The City of Edinburgh Council supports this action

11c The City of Edinburgh Council supports this action.

12a The City of Edinburgh Council supports this action.

12b The City of Edinburgh Council supports this action.

13a The City of Edinburgh Council aspires to continue and evolve the Edinburgh ECOSTars fleet recognition scheme and would welcome policy and financial backing from Scottish Government in support of this initiative. Evolution of a national or regional fleet recognition scheme may be worthy of detailed consideration by Scottish Government.

13b The City of Edinburgh Council supports this action.

14a The City of Edinburgh Council takes account of relevant policies in the preparation of Development Plans and when undertaking Development Management.

14b The City of Edinburgh Council supports this action.

14c The City of Edinburgh Council does not currently have supplementary guidance on air quality. It is not clear if the strategy is introducing a requirement to prepare such guidance.

14d The City of Edinburgh Council measures the impact of development plans on the transport network through appraisal of its Local Development Plan. The Council has a requirement for transport assessments for proposals generating a significant amount of travel or in particularly traffic sensitive locations.

14e The SDP for the SESplan region does not have a specific policy on air quality which would allow regional supplementary guidance to be adopted. It is unclear from the strategy how regional guidance adapted by individual local authorities to suit their specific circumstances differs from the action

for local authorities to review supplementary guidance.

14f Air quality is identified as a significant issue in Edinburgh. As required the City of Edinburgh Council considers the issue of air quality in the preparation of its Local Development Plan.

14g The City of Edinburgh Council is currently revising its air quality action plan and will take this action into consideration during its preparation.

14h The City of Edinburgh Council requires travel plans to be submitted for significant or major travel generating development. The assessment of such developments includes assessment against the objectives of the local transport strategy which identifies a range of actions and policies to reduce emissions and improve air quality standards across the city.

14i The City of Edinburgh Council supports this action and is actively formulating a corporate travel plan.

14j The City of Edinburgh Council agrees with the principle of creating a central low emission fund if appropriate. There is a need to ensure that this can be created within the current regulatory framework.

14k The City of Edinburgh Council welcomes the use of national modelling methodology as a first step in assessing the potential impact of development.

14l The City of Edinburgh Council currently applies mitigation measures through conditions on planning permissions and planning obligations if appropriate.

15a The City of Edinburgh Council welcomes the direction of this action. However, the current wording at '*endeavour to ensure*' is weak and the action lacks a clearly defined mechanism to effect its delivery.

16a The City of Edinburgh Council agrees that policy on air quality should be taken into account when considering bioenergy applications.

17a The City of Edinburgh Council supports this action.

Q3 Does the Setting the Scene section accurately summarise the current policy situation? Please suggest changes if not.

The City of Edinburgh Council agrees that the current policy situation is accurately summarised in this section. However, in 5.4 Development Today it is important to note that the emphasis a local planning authority might apply to the impacts of development on local air quality are usually weighed against a range of other local priorities. In this context air quality may be one of several factors considered in arriving at a balanced decision.

Q4 Does the Way Forward section give a reasonable outline of what further action is needed to deliver an effective Low Emission Strategy? Please suggest changes if not.

The Way Forward must ensure that all local air quality impact factors, including existing policy drivers and conflicts, are fully accounted for and understood. If current predictions of population growth in Edinburgh are realised the additional level of transport demand requires to be carefully managed if it is to be sustainable. Rapid growth of residential development outwith the city, but reliant on it for employment and other facilities, is another major influence on transport demand into the city. Consequently, a much more robust and integrated regional approach, involving the Scottish Government, SEStran, SESPlan, the constituent local authorities and a range of transport providers will be necessary if the projected growth in transport demand is to be managed in a manner consistent with the LES vision.

Q5 What are your views on the proposals for the National Modelling Framework?

Proposals for a National Modelling Framework are welcomed by the City of Edinburgh Council. It will be important to ensure that such a model is employed accurately and consistently by all who wish to obtain a clear and repeatable understanding of the likely impacts on air quality of specific proposals. However, of crucial importance will be the need for the Scottish Government to put adequately robust mechanisms in place to ensure these are then addressed.

Q6 What are your views on the proposals for the National Low Emission Zone Framework?

The City of Edinburgh Council has a commitment in its Local Transport Strategy 2014-19 to consider the possibility of introducing an LEZ to assist in the management of emissions from road vehicles, where these are not improving sufficiently.

The Council's current focus of LEZ considerations is on the emissions of bus and HGV fleets. However, the Council is very keen to work with operators of these fleets to achieve improvements in air quality through voluntary processes eg SCRT exhaust retrofit, Green Bus Fund to introduce increasing numbers of electric hybrid buses, bus engine management systems remapping, the ECOstars fleet recognition scheme, routing of the cleanest vehicles through AQMAs and the Council fleet improvement

programme.

If an LEZ framework of the LES compels the Council to screen for an LEZ, it is unclear what benefit this will deliver in air quality terms if ultimately there is no mandatory requirement on local authorities to implement an LEZ. It is the Council's view that increasingly scarce financial resources could be more effectively applied through programmes to reduce emissions at source – which could be made mandatory within specified timescales.

Additional resource would be required from central government in support of such programmes, but they would probably encounter much greater industry and public acceptance than more prescriptive tools, like an LEZ.

Q7 What are your views on the proposed Key Performance Indicators? Are any different or additional Indicators required?

The City of Edinburgh Council is of the view that it would be beneficial to include a KPI to show year-on-year decrease in numbers of people exposed to air quality in breach of the relevant air quality standards for Nitrogen Dioxide and Particles (PM₁₀ and PM_{2.5}). This will require good baseline and ongoing data, but is likely to offer a very good indication of the effectiveness or otherwise of the Low Emission Strategy in achieving its mission and vision.

Appendix B List of Proposed Actions in Scottish Government Low Emission Strategy Document.

Obj	#	Actions	Lead	Date
Collaboration	1 Provide peer reviewed and consistent evidence on air quality issues			
	1a	The LES will support the ongoing Greener Scotland communication campaigns, encouraging individuals to use the car less to improve their health and their local environment.	SG/TS	2017
	1b	The Daily Air Quality Index will be adopted as the key air quality indicator.	SG	2015
	2 Develop fuller public, private, business, and academic engagement on air quality management			
	2a	A revised Local Air Quality Management system will be introduced.	SG	2015
	2b	Assess case for adopting World Health Organisation guideline values for PM₁₀ and PM_{2.5} as Scottish objectives.	SG	2015
	2c	PM_{2.5} will be included in regulations for Local Air Quality Management.	SG	2015
	2d	A PM_{2.5} monitoring network will be established.	SG	2017
	3 Establish a national Low Emission Zone Framework			
	3a	A national air quality modelling methodology will be developed.	SEPA	2015
	3b	A screening procedure for assessing LEZ requirements will be produced.	SG/SEPA	2015
	3c	A national LEZ Framework will be developed.	SG/SEPA	2015
	4 Air quality and noise			
	4a	Options for updating information on conflicts and synergies between air quality and noise will be considered.	SG	2015
Health	5 Compliance with air quality legislation			
	5a	On a prioritised basis, a 100% declassification of Local Air Quality Management Areas will be targeted.	SG	2020
	5b	Full compliance with the EU ambient air quality Directive will be achieved.	SG	2020
	5c	Compliance with the UK exposure reduction targets for PM_{2.5} will be achieved.	SG	2020
	6 Provide consistent national air quality health messages			
	6a	A DPSEEA analysis of air quality and health will be conducted.	HPS	2015
	6b	A communications strategy will be developed to convey health impacts of poor air quality.	HPS	2015
	6c	Health Board areas with AQMAs should ensure that the next revision of the Joint Health Protection Plan includes objectives relating to air quality and associated air quality action plans.	HBs	2017
	7 Provide further evidence of the impact of air quality on health			
	7a	Regular scientific evaluations of the impact of the Low Emission Strategy on health will be undertaken.	HPS	2017
Transport	8 Measurement and modelling of roadside transport emissions			
	8a	Trialling of low-cost sensor technology that would enable roadside monitoring of air quality, in order to underpin urban traffic modelling, will take place.	TS/SG	2018
	9 Intelligent traffic system management			
	9a	Local authorities will review traffic management procedures and ensure that traffic flow is optimised.	LAs/TS	2017
	9b	Options for local authorities to use resident and visitor policies to encourage low emission vehicles will be explored.	SG/LAs	2017
	10 Active travel			
	10a	Paths for All will establish a new delivery forum for the National Walking Strategy, and will work in partnership with the Cycling Action Plan for Scotland Delivery Forum.	SG	2017
10b	Work collaboratively with our delivery partners towards our shared vision that by 2020 10% of everyday journeys will be made by bike.	SG/LAs	2020	

Obj	#	Actions	Lead	Date
	10c	All local transport strategies will include policies to deliver a modal shift away from private vehicle use.	LAs	2018
	11 Public transport			
	11a	Work with operators and local authorities to review and improve the Green Bus Fund scheme, taking account of technological and market developments.	TS/SG	2018
	11b	Evaluate Bus Investment Fund supported projects and generate good practice examples to inform future national, regional and local initiatives.	TS/SG	2018
	11c	Consider how statutory quality partnerships could be made more effective.	TS	2017
	12 Low Emission Vehicles			
	12a	The Low Emission Strategy will support delivery of the actions contained in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles.	TS	2015
	12b	Work with key partners to investigate the use of hydrogen as a transport fuel, as well as exploring wider environmental and economic opportunities of using hydrogen for energy applications – especially in promoting renewables, energy balancing and storage.	TS / SG	2015
	13 Freight			
	13a	Continue to support and develop the ECO Stars programme in Scotland.	SG	2018
	13b	Guidance on establishing Freight Quality Partnerships will be reviewed and revised where necessary.	TS	2015
	14 Contribution of development and plans to air quality improvements			
*Development	14a	Local authorities are required to take account of the objectives and policies in the Low Emission Strategy in preparation of Development Plans and when undertaking Development Management.	LAs	2016
	14b	The objectives and policies in the Low Emission Strategy should be considered as part of the Community Partnership Planning process.	LAs	2016
	14c	Local authorities with air quality issues to review supplementary guidance and revise at the next scheduled update (i) to take account of action to improve air quality whilst (ii) aligning with Low Emission Strategy objectives.	LAs	2016
	14d	Scottish Planning Policy expects planning authorities to appraise the impact of development plans on the transport network.	LAs	2015
	14e	RTPI to collaborate with the Strategic Development Planning Authorities and the Scottish Government in the development of regional supplementary guidance on air pollution mitigation.	RTPI/ SG/ SDPAs	2016
	14f	Planning authorities should ensure that where potential air quality effects are identified as significant during the SEA process, the issues are considered in the preparation of development plans.	LAs	2016
	14g	All local authorities with AQMAs should ensure that their air quality action plans provide clear advice on air quality assessment and mitigation.	LAs	2016
	14h	In developments where travel plans are required, developers should ensure that potential air quality impacts are addressed. A procedure for monitoring plan implementation should also be put in place and reported upon.	LAs	2016
	14i	All local authorities should ensure that they have a corporate travel plan which is consistent with any local air quality action plan.	LAs	2016
	14j	Strategic Development Planning authorities and local authorities to consider whether a central low emission fund would be appropriate for their circumstances; if so, a feasibility study should be commissioned to inform development of such a fund.	LAs	2016

Obj	#	Actions	Lead	Date
	14k	Planning authorities should use the national modelling methodology as a first step in assessing the potential impact of a development, building in local and development specific monitoring and modelling data as appropriate.	LAs	2016
	14l	Where mitigation measures are required for a development in order to manage air quality effects of development, in accordance with current Scottish Government guidance on planning and air quality, these could be applied through conditions on a planning permission. The use of planning obligations may be appropriate in some circumstances.	LAs	2016
Climate Change	15 Effective co-ordination of climate change and air quality policies to deliver co-benefits			
	15a	The Scottish Government and local authorities will endeavour to ensure that policies designed to control greenhouse gas and/or air pollutant emissions are not in conflict with each other (for national plans and local air quality action plans respectively), and are integrated to maximise co-benefits.	SG/LAs	2018
Energy	16 Delivery of renewable energy targets without compromising air quality			
	16a	Local authorities are expected to ensure that the national policy position on air quality is taken into account when considering bioenergy applications in their areas and when developing local policies.	LAs	2015
Environment	17 Protection of the natural environment from the effects of poor air quality			
	17a	To continually promote the reduction of total emissions to ensure protection of the natural environment.	SEPA/SG	2015

Table 1 – Actions proposed in the Low Emission Strategy

* Actions that related to specific policy areas are grouped together. Under Planning, this grouping is not intended to suggest that all the actions are the responsibility of planning authorities.

Transport and Environment Committee

10.00 Tuesday 17 March 2015

Update on Award of Contract for Use of The Meadows for Edinburgh Festival Period 2015

Item number	7.13
Report number	
Executive/routine	
Wards	Meadows/Morningside

Executive summary

On 28 August 2014, the Transport and Environment Committee requested that a report be brought back to the Committee regarding the outcomes of the tendering process regarding the use of the Meadows for the Edinburgh Festival Period 2015.

This report details the results of the tender process and award of the contract to Underbelly Limited.

Links

Coalition pledges	CO20
Council outcomes	P24
Single Outcome Agreement	

Update on Award of Contract for Use of The Meadows for Edinburgh Festival Period 2015

Recommendations

- 1.1 It is recommended that Committee notes the contents of this report and the award of the Use of the Meadows for the Edinburgh Festival Period 2015 (with an option to extend for the Edinburgh Festival Period 2016) to Underbelly Limited.

Background

- 2.1 A report detailing a public consultation, findings and subsequent 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.
- 2.2 The findings of the public consultation suggested that there were concerns that the charges levied for the use of sites by the Council were not at a commercial level and were too low. It was agreed to tender competitively the use of the Meadows during the period of the Edinburgh Fringe Festival. This competitive process allows the Council to determine the commercial rental value of this space at this particular time of year. It is also intended to generate competition for the space and achieve added value for the city, such as cultural, community and environmental benefits.
- 2.3 In addition to the concerns regarding the market value of the site, the Council is experiencing an increasing demand for events in the city's parks. It is envisaged that if this pilot is successful, the approach will be rolled out to other popular sites.

Main report

- 3.1 The notice and advert were published on Public Contracts Scotland on 16 December 2014. The contract term was advertised as for one year (2015), with an option to extend for a further year.
- 3.2 The tender notice specified that applications should be for a large ticketed production which "is a cultural, concert or live performance based". The period

offered (in line with the Edinburgh Parks Events Manifesto) was limited to 23 days exclusive of set up and break down periods.

- 3.3 As part of this tender, the competitors were asked to specify their requirements for vehicles and tracking and, as in previous years, the suppliers will be requested to pay for all reinstatement costs incurred by the Council as a result of the event.
- 3.4 On 16 December 2014, a contract notice for an open procedure was published on the Public Contracts Scotland Portal, inviting expressions of interest from suitable bidders to deliver the project. The Council received three tender returns by the deadline of 15 January 2015.
- 3.5 To ensure that the contract was awarded to the provider offering best value, the bids were assessed based on the most economically advantageous tenders. The weightings used for the selection of the contractors were based on Quality 60%, Price 40%.
- 3.6 An evaluation panel made up of representatives from Parks and Greenspace, the local Neighbourhood office and Culture and Sport was convened and evaluated the submissions.
- 3.7 Tenders were independently scored in relation to quality and price.
- 3.8 A consensus meeting took place on 9 February 2015 to agree final quality scoring.
- 3.9 Following analysis of the tender returns it was deemed that the tenders were competitive and no abnormally low prices had been submitted.
- 3.10 The three bidders scores were as follows:

Company	Quality Score	Price Score	Combined Score
Underbelly Limited	45.00	39.72	84.72
Bidder 2	44.70	40.00	84.70
Bidder 3	45.60	37.18	82.78

- 3.11 The outcome of the tender evaluation is that Underbelly Limited submitted the most economically advantageous tender with £35,000 per annum and 6% gain share of any income generated over £250,000 per annum. This has been identified as the Preferred Bidder based on quality and price.

Measures of success

- 4.1 A commercial rental value is achieved for the site.
- 4.2 The chosen event delivers added value for the city such as cultural, community and environmental benefits.

Financial impact

- 5.1 The successful bidder has submitted a response for the lump sum fee of £35,000 per annum and a gain share percentage of 6% per annum for any income generated over £250,000 from the event proposed.
- 5.2 Procurement Process Costs associated with procuring this contract are estimated at up to £10,000.00.

Risk, policy, compliance and governance impact

- 6.1 The Council will continue to work closely with the winning bidder to ensure any associated risks (for example, with regards environmental or noise impact) continue to be mitigated.

Equalities impact

- 7.1 The tender process itself is subject to an Equalities Impact Assessment.
- 7.2 As part of the evaluation process, due regard was given to any potential equalities issues that might arise from the event.

Sustainability impact

- 8.1 The specification for this contract has been designed to minimise any adverse environmental impacts on The Meadows, including suitable arrangements for a reinstatement bond.

Consultation and engagement

- 9.1 The competitive tender process begins to address concerns raised through public consultation that charges levied for site use have not historically been levied at commercial levels.
- 9.2 Mandatory consultation with an Event Planning Operation Group has been specified as a requirement of the contract.

- 9.3 The winning bidder's engagement with local community groups and other relevant stakeholders will be encouraged and supported by the Council.
- 9.4 The Meadows event will be assessed as part of the Review of Large Events which will be published at the end of 2015. The tender process also specified that:

“At the end of the event the Council will require the successful concessionaire to meet with representatives to discuss its success and respond to the outcomes of any public consultation held. The Council may, at its discretion, ask the successful concessionaire to respond in writing to the outcome of any public consultation. If required, the successful concessionaire will work with the Council to agree areas of continuous improvement as part of the Council's decision to extend the contract for 2016.”

Background reading/external references

Edinburgh Parks Events Manifesto

http://www.edinburgh.gov.uk/download/downloads/id/4463/edinburgh_parks_events_manifesto_2014

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P24
Council outcomes	CO20
Single Outcome Agreement	
Appendices	Appendix A: Summary of Tendering and Tender Evaluation Processes

Appendix A

Summary of Tendering and Tender Evaluation Processes

Procurement of The Use of the Meadows for the Edinburgh Festival Period of 2015 with an option to extend for the Edinburgh Festival Period 2016

Contract period	August 2015 – September 2016
Estimated contract value range	£30,000 - £90,000
Standing Orders observed	2.4
Governing UK Regulation	Public Contracts (Scotland) regulations 2012
Invitations to tender issued	14
Tenders returned	3
Tenders fully compliant	3
Recommended suppliers	1
Primary criterion	Most economically advantageous tender 60% Quality 40% Price
Evaluation Team	Internal Evaluation Team

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street

Item number	7.14
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

Statutory procedures have been instigated, to introduce a Traffic Order for waiting and loading restrictions on Waverley Bridge and Market Street. This will manage the activities of vehicles displaced from within Waverley Station.

The Traffic Order provides new and rearranged on-street facilities at Waverley Bridge and Market Street. This includes:

Loading and unloading, pick up and drop off, taxi pick up, motorcycle parking, pay and display parking, bus stops and deliveries to all businesses on Waverley Bridge, Market Street and North Bridge.

Objections were received when the proposals were advertised to the public on 13 June 2014. The concerns of the objectors and the Council's response are set out in Appendix 1.

This report addresses the representations and recommends that the Traffic Order is made as advertised.

Links

Coalition pledges	P44
Council outcomes	CO19
Single Outcome Agreement	SO4

Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street

Recommendations

- 1.1 It is recommended that the Committee sets aside objections and makes the Traffic Regulation Order as advertised.

Background

- 2.1 In March 2009, a working group was set up with members from Network Rail, the Department for Transport, British Transport Police and the City of Edinburgh Council. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the footprint of Waverley Station.
- 2.2 Network Rail took the decision to remove all vehicles from Waverley Station with the exception of taxis in January 2014.
- 2.3 In response to Network Rail's decision, the City of Edinburgh Council commenced construction of the Waverley Bridge/Market Street Streetscape Improvement Project in May 2014.
- 2.4 Network Rail removed all remaining taxis from Waverley Station in June 2014.
- 2.5 In response to Network Rail's decision to remove all vehicles, the City of Edinburgh Council commenced the statutory consultation process for the Traffic Regulation Order on 13 June 2014.

Main report

- 3.1 Following the decision by Network Rail to remove vehicles from within Waverley Station, the City of Edinburgh Council began a project to make provision on Waverley Bridge, Market Street and Calton Road for the vehicles that had been displaced.

- 3.2 The project provided an opportunity to consider improvements to the surrounding streetscape. These include:
- a) widening and resurfacing the footways in natural stone paving;
 - b) installing new raised tables to improve pedestrian crossing points;
 - c) installing a new zebra crossing;
 - d) providing a new 10 bay taxi rank on Market Street;
 - e) creating new loading areas;
 - f) a new cycle lane;
 - g) new street lighting;
 - h) resurfacing the carriageway; and
 - i) reducing street clutter.
- 3.3 Waverley Bridge, Market Street and Calton Road already accommodated a large number of vehicle movements including:
- a) Tour buses and service buses including the Airlink service;
 - b) Taxi rank (Five spaces);
 - c) Motorcycle parking;
 - d) Pay and display parking;
 - e) Space for loading and unloading to various adjacent businesses; and
 - f) Vehicles moving North and South through the city centre.
- 3.4 In order to accommodate the additional vehicles previously managed within Waverley Station, space has had to be found to accommodate:
- a) Additional taxis;
 - b) Pick up and Drop off points; and
 - c) Disabled access close to the station entrances.
- 3.5 Discussions between the City of Edinburgh Council and Network Rail initially agreed that all vehicles excluding taxis would be removed from the station and this was implemented in January 2014.
- 3.6 The City of Edinburgh Council issued formal consultation letters on 16 April 2014 outlining streetscape proposals to local businesses, statutory bodies, Lothian Buses, taxi firms, Scottish Accessible Transport Alliance (SATA), Ecas (the Edinburgh based charity that provides practical help to physically disabled people), Mobility and Access Committee for Scotland (MACS), Royal National Institute of Blind People (RNIB), Spokes, Transform Scotland and Living Streets asking for feedback.

- 3.7 On 14 May 2014, construction work began on the streetscape improvements on the Market Street phase of the project.
- 3.8 Following an incident on the South access ramp into Waverley Station, Network Rail removed all vehicles including taxis from within the station. A temporary taxi rank was created outside number thirty nine Market Street in order to accommodate the taxis displaced from the station. The temporary taxi rank was then moved to another temporary position under North Bridge to accommodate the construction work.
- 3.9 The statutory consultation process for the Traffic Regulation Order began on 13 June 2014. Three people raised objections to the Traffic Regulation Order. See summary of objections and responses in Appendix 3.
- a) Five comments relate to the consultation process and the information provided within the consultation letter.
 - b) Three comments relate to the taxi rank and the taxi queue restricting access to premises on Market Street.
 - c) Four comments relate to poor driver behaviour by taxis.
 - d) One comment suggests an alternative location for the taxi rank.
 - e) One comment asks for additional controlled crossing facilities.
 - f) One comment asks for additional parking restrictions to be added.
 - g) One comment asks for the cycle lane to be extended.
 - h) One comment asks for better enforcement of the existing parking restrictions.
- 3.10 A number of alternative locations for taxi ranks have been considered but have been ruled out following consultation with councillors, disability groups, Network Rail and the Taxi Working Group.
- 3.11 Market Street is very limited in terms of road space and this limits the options available to accommodate all the vehicles that have been displaced from Waverley Station whilst maintaining adequate servicing opportunities for local businesses. The proposal set out in TRO/13/06 is the preferred option which aims to provide the best balance of use for the majority of road users.
- 3.12 The proposal set out in TRO/13/06 also provides the optimum road layout to accommodate a future taxi rank outside the Electric Circus venue, providing benefits for the travelling public, assisting in evening crowd dispersal outside the venue and controlling the behaviour of the taxi trade.

Measures of success

- 4.1 Improved access for all users around Waverley Bridge, Market Street and into Waverley Station.

Financial impact

- 5.1 The costs associated in making the Traffic Order, installing the new signage and line markings will be met by the Capital budget for Waverley Bridge and Market Street. A budget of £1,487,361 has been allocated to this project.
- 5.2 It is anticipated that the removal of 13 parking bays will lead to a loss of parking income of approximately £93,000 per year.

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 The access arrangements introduced by Network Rail could impact negatively on disabled people, families with young children, the elderly and passengers carrying heavy luggage.
- 7.2 The City of Edinburgh Council has no authority over access into Waverley Station. The works currently being carried out by the City of Edinburgh Council are aimed at mitigating any negative impact. Improvements to the streetscape and the removal of obstructions allows increased access to people with mobility issues and free access to public space without fear of antisocial behaviour or crime. New crossing points will be introduced with greater pedestrian priority and give improved access to DDA compliant routes into Waverley Station. This will advance equality of opportunity for people with mobility issues or caring responsibilities and have a positive impact on groups who may be more vulnerable to crime, or the fear of crime.

Sustainability impact

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

Consultation and engagement

- 9.1 Initial consultation was started on 16 April 2014 for a period of 14 days (see Appendix 2).

- 9.2 The Traffic Regulation Order was the subject of a statutory procedure which involved consultations with bodies representing persons likely to be affected and was advertised in The Scotsman newspaper and by notices on-street. (See Appendix 3.)
- 9.3 In addition, the following organisations were contacted and invited to submit their views:
- a) Local elected members
 - b) Network Rail;
 - c) Lothian Buses;
 - d) Mobility and Access Committee for Scotland;
 - e) Royal National Institute of Blind People;
 - f) Ecas;
 - g) Living Streets;
 - h) Transform Scotland; and
 - i) Taxi Trade via the Taxi Working Group.
- 9.4 Local elected members were consulted. No comments were received.

Background reading/external references

None.

John Bury

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
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.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Summary of objections and responses Appendix 2 – Consultation letter Appendix 3 – Traffic Regulation advert Appendix 4 – Previous Committee report

Summary of Objection	Response	Ref.
Lack of consultation prior to the 16 th of April 2014 Consultation letter being sent out.	This was down to circumstances out with the Councils control; discussions with Network Rail were ongoing about what provision would be available within Waverley Station. Following an incident on the South Ramp, Network Rail closed all vehicle access into the station. This meant that plans had to be accelerated to accommodate the additional vehicles on the road network.	Chester/Electric Circus
TRO Proposals differ to those provided in the January 2013 T&E Committee report.	The original Committee report (January 2013) was seeking permission to start the Traffic Regulation Order process. Since then the proposed layout has been amended on a number of occasions mainly due to circumstances out with the Councils control. The original report showed that taxis would still be permitted within Waverley Station, but because Network Rail changed the access to ban all vehicles the design had to be amended.	Chester/Electric Circus
No CEC response to Mr Chester's letter following the Consultation letter being sent on the 14 th of April.	<p>No letter was received with Mr Chester's comments to the consultation letter. The first email we received was on the 22/04/15 which followed on from a phone call to Mr Chester to explain the proposals the previous week.</p> <p>Mr Chester followed up with an email on the 18/06/14, which was replied to on the 24/06/14 and a meeting was held with Mr Chester to go over his concerns.</p>	Chester/Electric Circus
Advertised TRO does not refer to promotion of taxi rank.	Taxi ranks are promoted via the Civic Government (Scotland) Act 1982 and this is done separately, following the successful promotion of the TRO process. On the plan provided as part of the TRO consultation process, it showed that a taxi rank was planned on Market Street. This was shown to ensure a transparent process – ie. communicate to the public our future intentions.	Chester/Electric Circus
Statement of Reasons on TRO are not consistent with information provided as part of the Consultation.	Comments from the January 2013 committee report were mistakenly added to the Statement of Reasons. It refers to solutions that are not governed by a Traffic Regulation Order, specifically: "A controlled taxi stacking area will be created on Market Street (opposite No.6) which will be used to hold taxis with station permits." The drawings provided clearly show the correct location of the proposed taxi rank. The public will be given an opportunity to submit comments to the advertisement of the proposed Taxi Rank during a consultation process for this at a future date.	Chester/Electric Circus
Conflict on the public footway between queues for taxis and queues for Electric Circus.	Signage to direct queues waiting for a taxi would be installed to avoid conflicting with the queue entering Electric Circus. In addition, a short section of extended footway is to be constructed (as shown on the TRO consultation drawing) which will provide Taxi customers with an area to wait at off the main footway. This potential conflict will only be an issue when the Electric Circus venue is in operation – ie. after 1700hrs	Chester/Electric Circus
Concern about proposed taxi rank blocking emergency evacuation route from premises.	There is not evidence to demonstrate how this would differ to the existing setup if cars were parked in the pay and display bays?? The provision of the extended footway width adjacent to this evacuation route may in fact provide a safer solution and assist the evacuation plan.	Chester/Electric Circus

Taxi doors would block temporary disabled access ramp into Electric Circus.	The start of the taxi rank would be far enough away to avoid this from happening. If this was the case the disruption would only last the length of time for someone to enter the taxi or enter the premises. This issue could be addressed with the drivers through the taxi working group.	Chester/Electric Circus
Concern about taxis blocking the proposed zebra crossing whilst waiting to access the taxi rank.	This is a traffic offence and is a city wide issue which is enforced by the Police. Any instances of this occurring would also be reported at the taxi working group.	Cook/Edinburgh Tattoo
Concern with poor driver behaviour, specifically U-turns at the narrowest part of the road.	This manoeuvre is not illegal and it would be down to the individual to decide if the manoeuvre is safe to be carried out at this location.	Cook/Edinburgh Tattoo
Concern with taxis running engines constantly/pollution in dense public area.	This is an offence and any instances of this happening could be reported to the Environmental Wardens??	Cook/Edinburgh Tattoo
Suggestion that the Taxi Rank is better located East of Waverley Station's Market Street access.	This is where the taxis are currently operating as a temporary measure, however this taxi rank has now encroached onto the proposed loading bay/pick up/drop off bay on the south side of Market Street and onto Jeffrey Street. This is causing difficulties for people trying to drop off or make deliveries to businesses on the street. The majority of taxi customers approach this temporary rank from Waverley Station (Market Street) access and approach the rear of the taxi rank, leading to confusion and occasionally obstruction to the footway. Taxi drivers also feel unsafe at being approached from the rear by potential passengers.	Cook/Edinburgh Tattoo
Extend cycle lane to start at the junction of Cockburn Street.	This cycle lane has now been installed and did not require a TRO for its implementation. The extent of the cycle lane was considered as part of the our Cycle Team's original design brief and will be subject to a future review .	Scotland/Spokes
No U-turn restriction to be added to TRO if roundabouts are proposed at both ends of Market Street.	A roundabout at the junction of Jeffrey Street is no longer proposed due to feedback from the Road Safety Audit.	Scotland/Spokes
Request that double yellow lines are continued on North Side of Market Street at Junction of Jeffrey Street.	The existing parking restrictions will continue, these were not shown on the TRO drawing.	Scotland/Spokes
Removal of pedestrian crossing on Waverley Bridge.	Following comments received during the consultation process a zebra crossing will replace the existing controlled crossing.	Scotland/Spokes
Lack of enforcement of existing parking restrictions on Waverley Bridge.	This was raised as an issue from the start of the project and a number of previous solutions have not worked. As part of the plans on Waverley Bridge the footway width has been increased which will reduce the carriageway width and in turn remove the opportunity for vehicles to park on the double yellow lines.	Scotland/Spokes

16th April 2014

**FOOTWAY & CARRIAGEWAY IMPROVEMENTS &
PROPOSED TRAFFIC REGULATION ORDER
WAVERLEY BRIDGE, MARKET STREET, EAST MARKET STREET.**

Due to the recent changes to vehicular access into Waverley Station made by Network Rail, it is necessary for the City of Edinburgh Council to make major changes to the road layout in order to accommodate the increase in pedestrian and traffic movements on Waverley Bridge and Market Street.

The Council has been working with Network Rail and other stakeholders to improve pedestrian access on Waverley Bridge, Market Street and at the entrances into Waverley Station.

This has also provided the opportunity to improve the appearance of the streets.

The proposed design includes: widening and resurfacing the footways in natural stone paving, installing new raised tables to improve pedestrian crossing points, installing a new zebra crossing, providing a new 10 bay taxi rank on Market Street, creating new loading areas, a new cycle lane, new street lighting, resurfacing the carriageway and reducing street clutter.

Please see attached drawings for further information on the proposals.

For more information on the new access arrangements for Waverley Station implemented by Network Rail, please see the attached note or alternatively, contact Network Rail direct on 0845 711 4141.

These improvement works have been carefully planned to minimise disruption to businesses and associated tourism, with programming purposely avoiding the summer festival period.

The project is due to be carried out in two phases:

- Phase 1 Market Street - May to July
- Phase 2 Waverley Bridge - September to December

Chris McGarvey, Professional Officer, City Centre and Leith

Services for Communities, 1 Cockburn Street, Edinburgh EH1 1BJ

Tel 0131 529 3535 Fax 0131 529 7075 chris.mcgarvey@edinburgh.gov.uk

Access for pedestrians and deliveries will be maintained at all times and all shops and businesses will be open for business as usual.

Further detailed information will be provided on the traffic management arrangements once a contractor has been appointed.

We will continue to work with the local residents and businesses throughout the course of the project so that we can minimise disruption and inconvenience to all those affected by the works.

I welcome any comments you may have to offer. Please send feedback within 14 days of the above date.

Should you wish to discuss any aspect of the work, or require any further information or assistance, please do not hesitate to contact me on 0131 529 3535 or at chris.mcgarvey@edinburgh.gov.uk.

Yours sincerely



Chris McGarvey
Professional Officer
City Centre and Leith

Chris McGarvey, Professional Officer, City Centre and Leith

Services for Communities, 1 Cockburn Street, Edinburgh EH1 1BJ

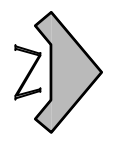
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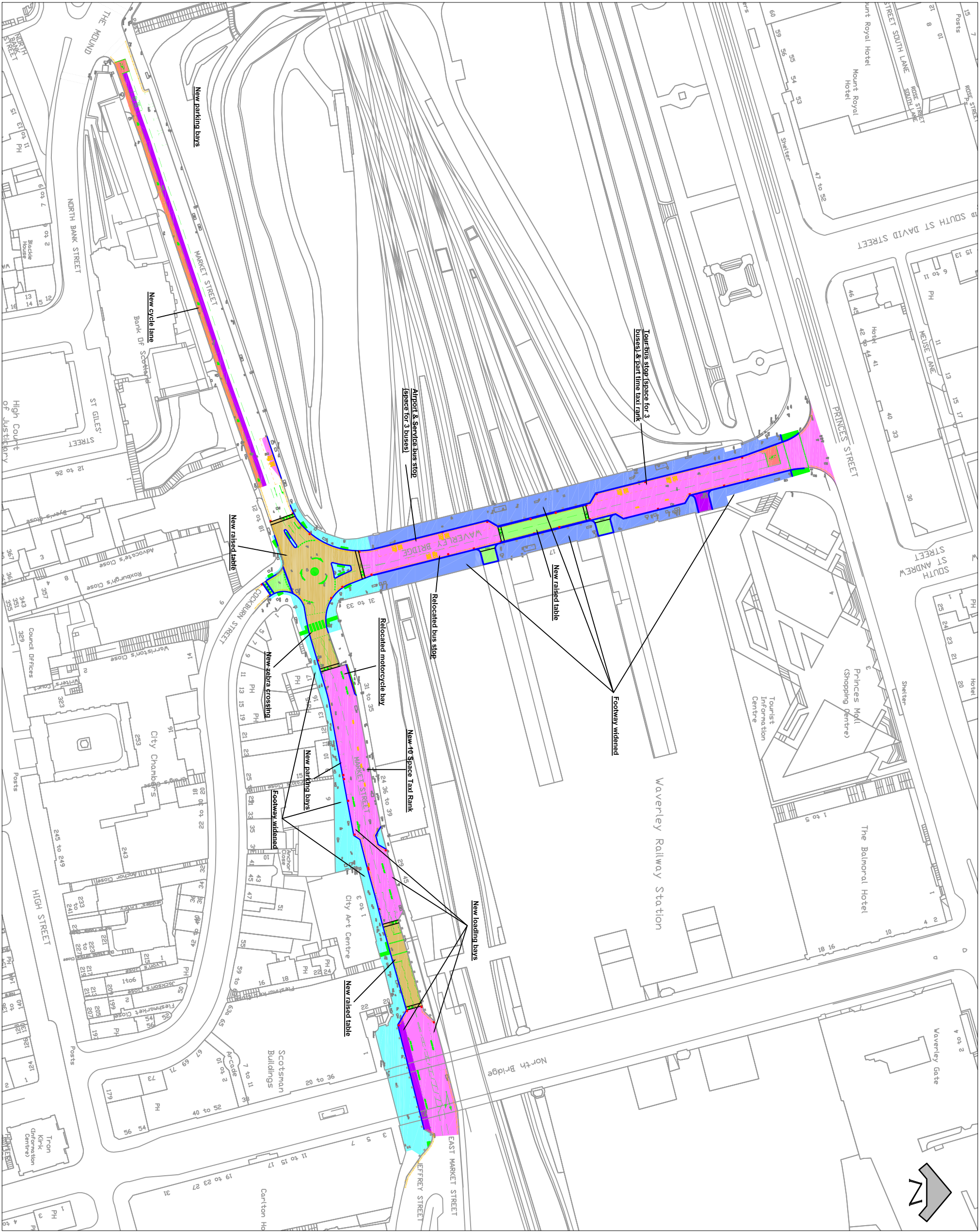
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CCL Neighbourhood
Enforcement - ROADS

WAVERLEY BRIDGE PROJECT
EXISTING LAYOUT
WAVERLEY BRIDGE & MARKET STREET

Date: March 2014
Scale: M15
Job No.
Drawn by: C. Mackenzie
Checked by: C. Mackenzie



NOTES:

Road Markings as per the Traffic Signs Regulations & General Directions 2002 and all amendments to 2011, No.3041

LEGEND:

- Existing layout
- New kerb line
- New carterage gully location
- Scourmooer sandstone flag paving 70mm thick on 30mm thick bedding and 200mm thick DBM50 base
- Callness stone flag paving 70mm thick on 30mm thick bedding and 200mm thick DBM50 base
- HRA surface course 40mm thick
- HRA surface course 40mm thick with red chippings
- HRA surface course 40mm thick and DBM50 under course 60mm thick
- HRA surface course 40mm thick and DBM50 under course regulating for raised table
- Natural stone set paving (square cut on Market Street, rectangular set paving on other streets) on 35mm thick bedding and 200mm thick DBM50 base for raised table
- Granite tactile paving on sand bed and DBM50 base
- Relocated motorcycle guardrail from Waverley Bridge
- New / renewed white markings
- New / renewed yellow markings

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The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ
Tel No 0131 200 2000

TRANSPORT
TRAFFIC & ENGINEERING
NEW WORKS
Roads & Transport Design

WAVERLEY BRIDGE PROJECT
PROPOSED LAYOUT
WAVERLEY BRIDGE & MARKET STREET

WAVERLEY STATION

CHANGES TO ACCESS ARRANGEMENTS

FOR PUBLIC USE:

Summary:

From Monday 13, January 2014, Network Rail will begin enforcing restrictions on vehicles entering Waverley Station.

No private vehicles will be permitted access. Only taxis with security clearance and an electronic permit will be able to proceed beyond the security measures which will be active from this date.

A number of dedicated disabled travel service vehicles will also be granted access.

Why is this being implemented?:

The station has seen the number of vehicles using the south ramp access road increase steadily in recent years, resulting in regular congestion within the station and an increasing level of risk to passengers crossing from the concourse to Platform 11.

The changes which are now being implemented will help reduce congestion, reduce the risk to passengers circulating on the south side of the station and improve air quality for all station users and staff.

The changes will also increase capacity for the forecast growth of the station and enable the station to comply with security guidance provided by the DFT.

What are the new arrangements for private vehicle drop-offs?

Drop-offs for private vehicles will be moved to Market Street, with a smaller drop-off facility created at Calton Road. Free short term parking for up to 30 minutes is also available in New Street car park to the south of the station.

Why is this being done now?

Waverley Station is the last major station to allow vehicles access to the concourse. The reason that is the case is because we recognise that Waverley is situated in a location which makes access challenging.

Waverley now has three entrances to the station which are fully accessible. Lifts permit step free access to and from Princes Street, Market Street and, from early January, Calton Road.

As well as creating a more secure station, these measures will have a multitude of benefits, including a safer interface between passengers and vehicles, improved air quality and improved station capacity.

What measures are you taking to ensure that passengers with restricted movement / heavy luggage / young children are not adversely impacted by these changes?

We understand that removing private vehicles from the station will do away with a convenience that people have become used to, however; it is our job to balance convenience with the safety and best interests of all of our station users.

As well as creating fully accessible entrances from Princes Street, Market Street and Calton Road we will implement several measures which will help to ease the transition to the new pick up and drop off arrangements:

- **Taxi pick-up and drop-offs remain in place:**
Taxis with the requisite permits will still be able to pick-up and drop off at the designated area within the station. These will be reduced in number, however, passengers can also use taxi ranks outside the station.
- **New Street Car Park:**
New Street car park is within the confines of the station boundary to the south of the station. New Street car park is equipped with disabled parking bays close to the new lift providing step free access to the station's Market Street entrance.

Free 30 minute parking is also available for passengers requiring drop-off or pick up using a private vehicle. This will allow adequate time to reach any part of the station and return to the car.
- **Dedicated mobility access vehicles:**
We are committed to retaining access for organisations which provide transport to people with disabilities. Organisations and drivers which provide this service will have to be registered with the station in order for us to permit secure access.
- **Blind passengers:**
We are working with RNIB and Guide Dogs to improve the station's provision for blind passengers. We have discussed a number of measures which will improve communication and accessibility and will implement those deemed to be most beneficial and efficient.
- **Passenger assistance location:**
We would encourage any passengers requiring assistance from station staff to use the newly created Calton Road drop-off point. This drop off will be equipped with a phone manned by staff who can offer help to passengers looking to access the station.

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No _) Order 201_ - TRO/13/06

The Council proposes to make an Order under the Road Traffic Regulation Act 1984 as amended to alter the waiting restrictions and/or loading prohibitions on Cockburn St, Jeffrey St, Market St and Waverley Br. Additional parking places and loading bays will be introduced on Market St and the motorcycle parking place on Waverley Br will be relocated to Market St too.

Details of the draft Order and related documents can be viewed 9:30am to 3.30pm, Mon-Fri, from 13/6/14 to 4/7/14 at City Chambers Reception or online at

www.edinburgh.gov.uk/trafficorders and www.tellemScotland.gov.uk.

Objectors must state their reasons in writing, with reference TRO/13/06 to Traffic Orders, Services for Communities, City Chambers, High St, Edinburgh, EH1 1YJ, not later than 4/7/14.

STATEMENT OF REASONS

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO _) ORDER 201_ - TRO/13/06

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

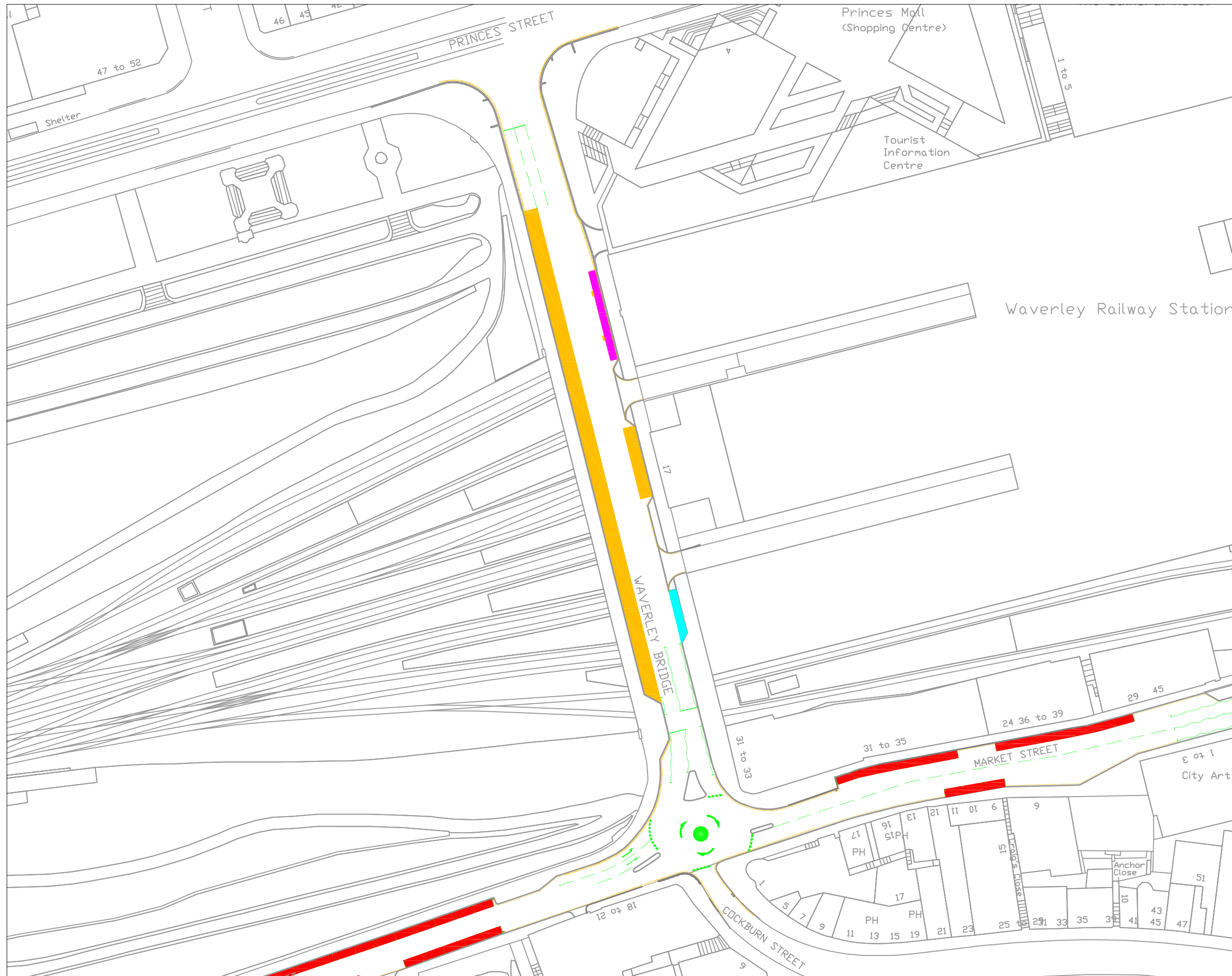
CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station.

To avoid the potential of vehicles stacking onto Waverley Bridge, loading/unloading bays will be available on Market Street which will be accommodated by amending the existing Traffic Regulation Order to:-








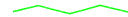
- Amend waiting restrictions and/or loading prohibitions on Cockburn Street, Jeffrey Street, Market Street and Waverley Bridge.
- Relocate the motorcycle parking place on Waverley Bridge to Market Street.
- Introduce additional parking places and loading bays in Market Street.

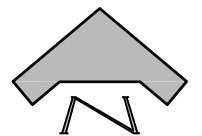
However, the following solutions (which are not governed by a Traffic Regulation Order) shall also be introduced:-

- A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
- 30 minute free drop off/pick up facility will be available within Waverley Car Park;
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
- Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
- The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side.



NOTES:

-  Existing road layout
-  Bus Stop Clearway
-  "Pay & Display" Parking Bay on Mondays to Saturdays from 8.30am to 6.30pm, maximum stay 3 hours
-  Motor Cycles Only Parking Bay
-  Taxis Only Bay
-  Waiting Prohibited
-  Waiting Prohibited on Mondays to Fridays from 7.30am to 6.30pm and on Saturdays from 8.00am to 6.30pm.
-  White Road Markings



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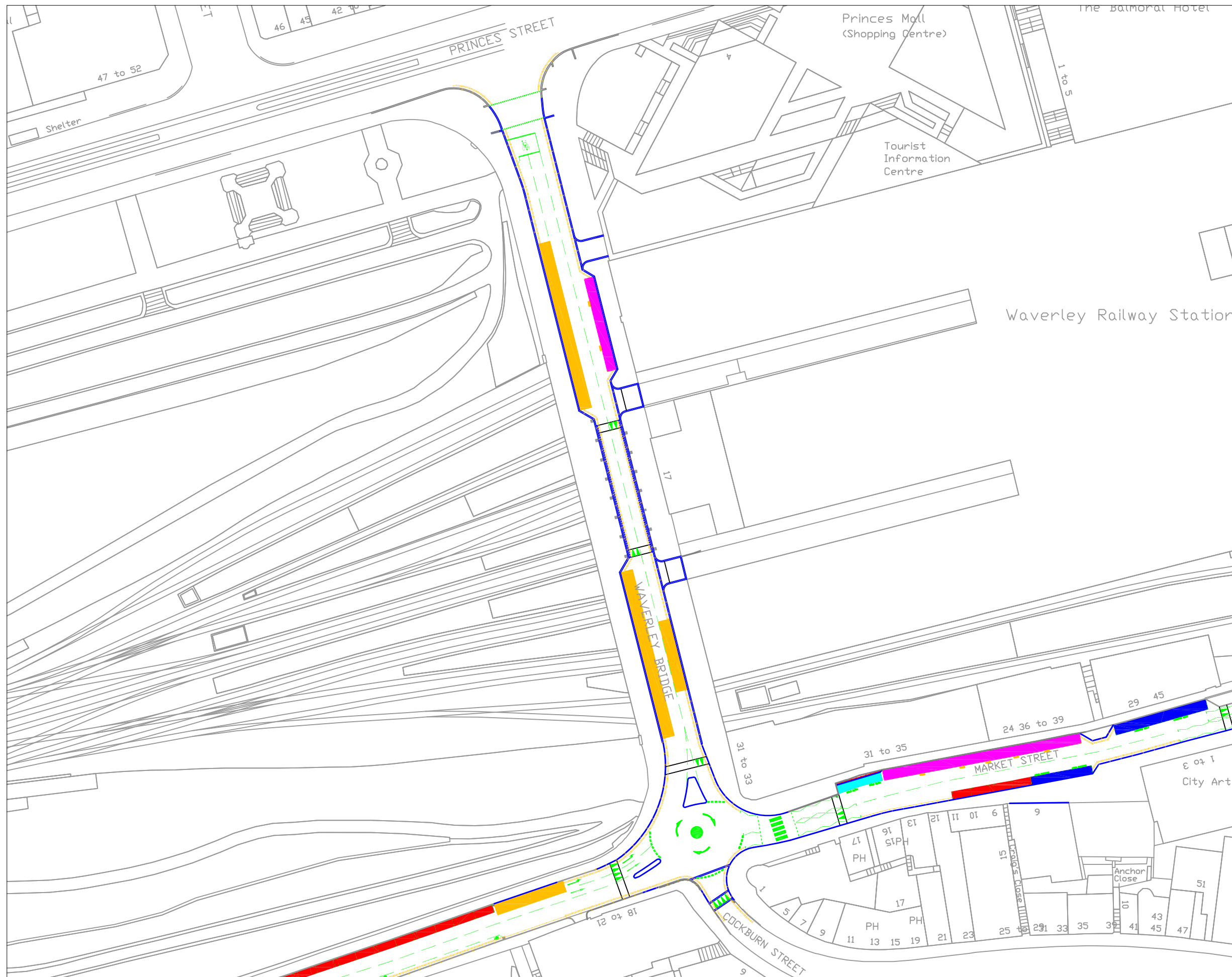
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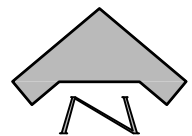
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO EXISTING LAYOUT
WAVERLEY BRIDGE**

Date: 29 May 2014	Job No. 636213	Drawn by: MRW
Scale: 1:1000		Checked by: JR



NOTES:

-  Existing road layout
-  New kerb layout
-  Bus Stop Clearway
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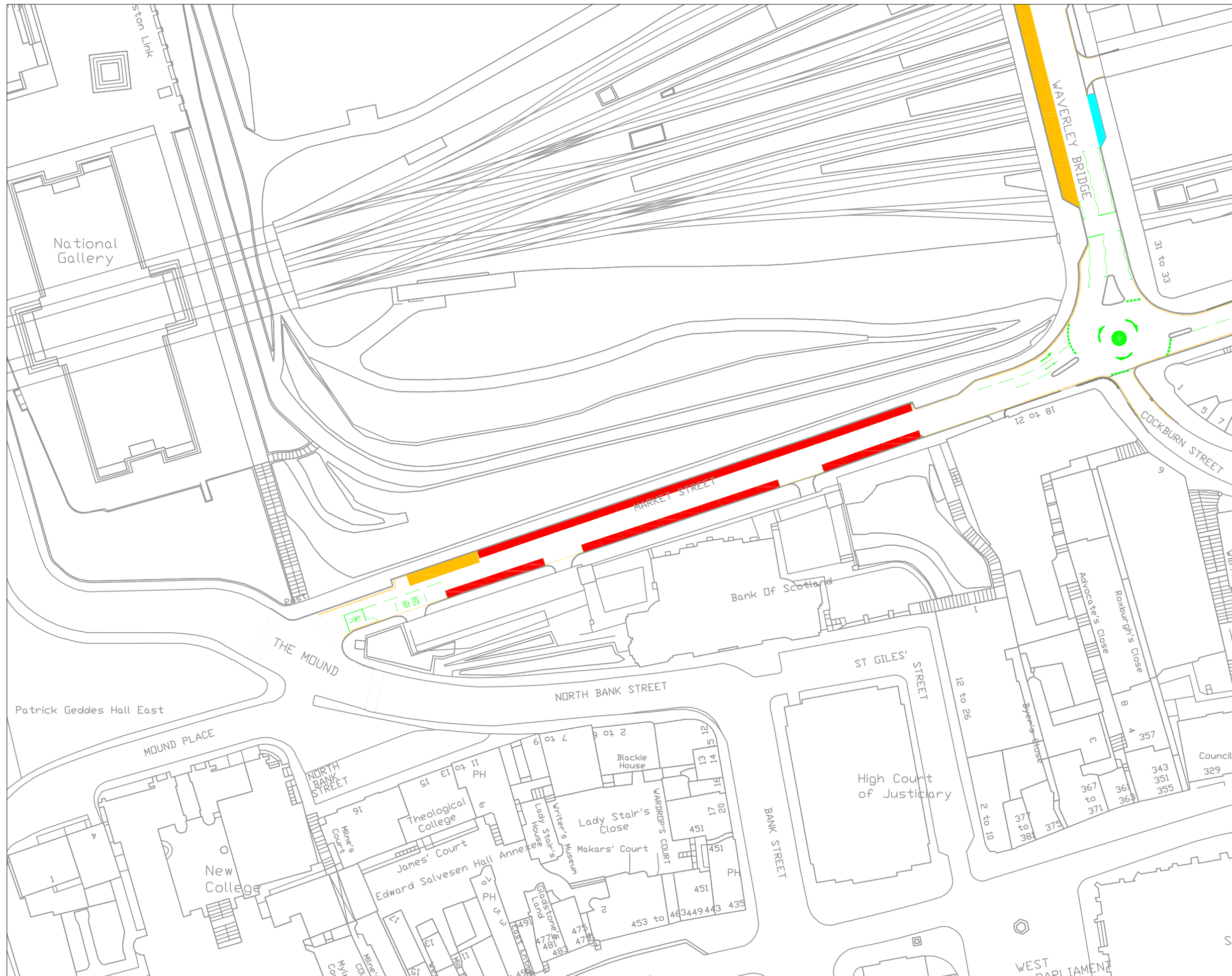
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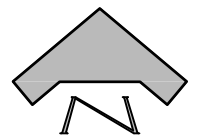
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**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
WAVERLEY BRIDGE**

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Scale: 1:1000 Checked by: JR



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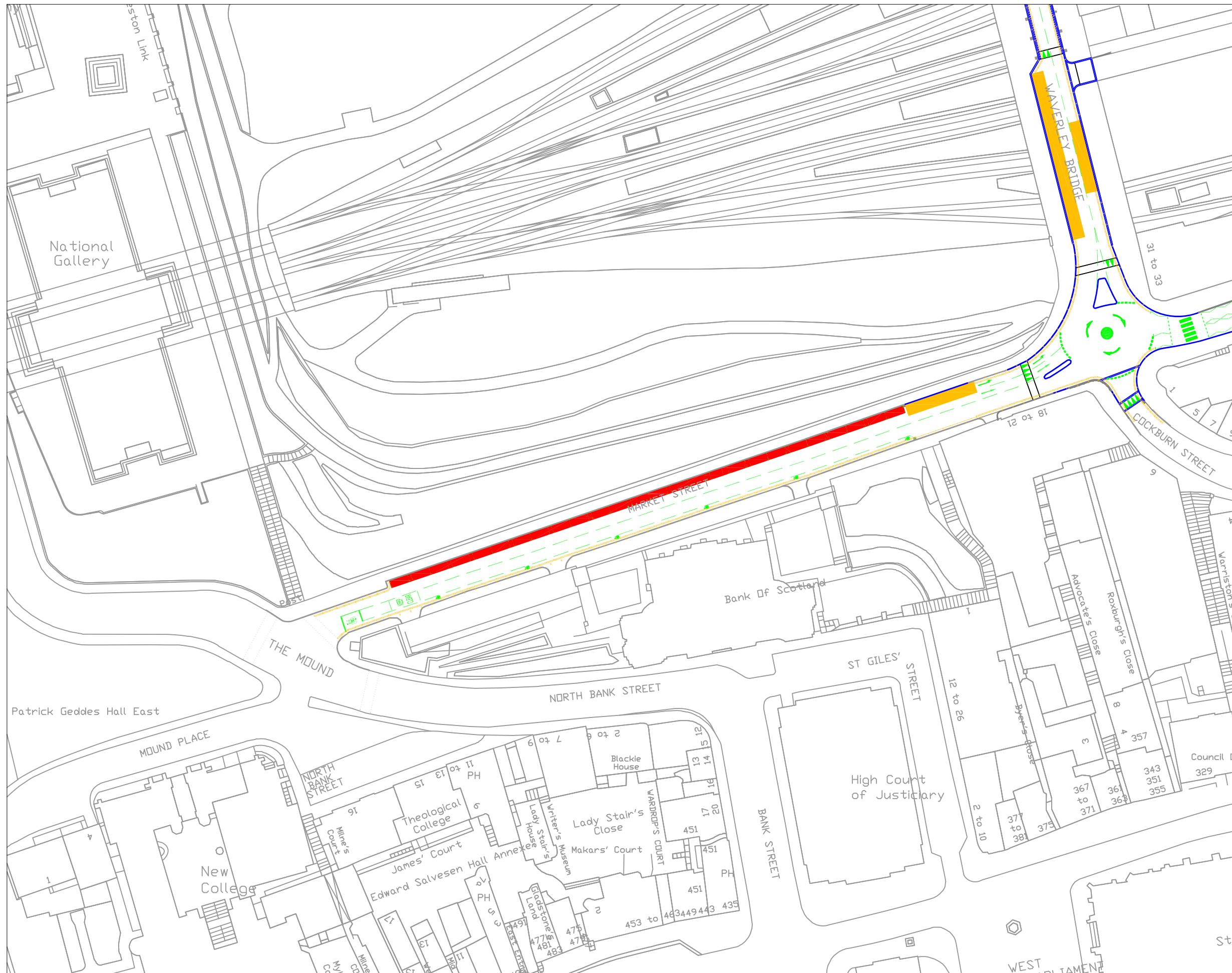
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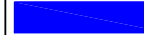





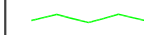


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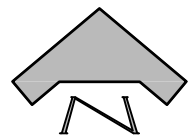
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO EXISTING LAYOUT
MARKET STREET, FROM
THE MOUND TO COCKBURN STREET**

Date: 29 May 2014	Job No. 636213	Drawn by: MRW
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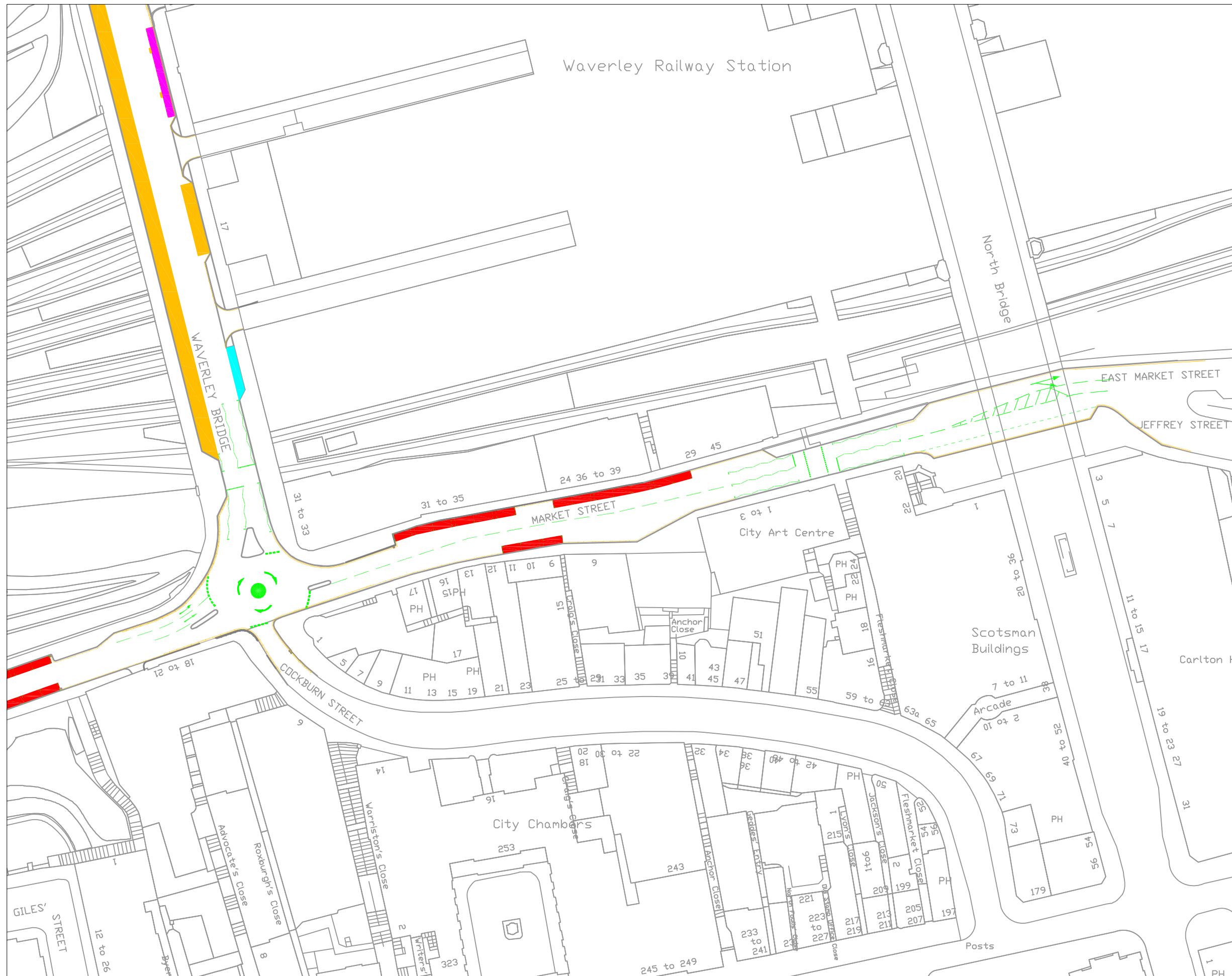
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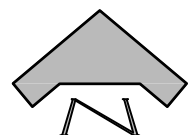
**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
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Date: 29 May 2014 Job No: 636213 Drawn by: MRW
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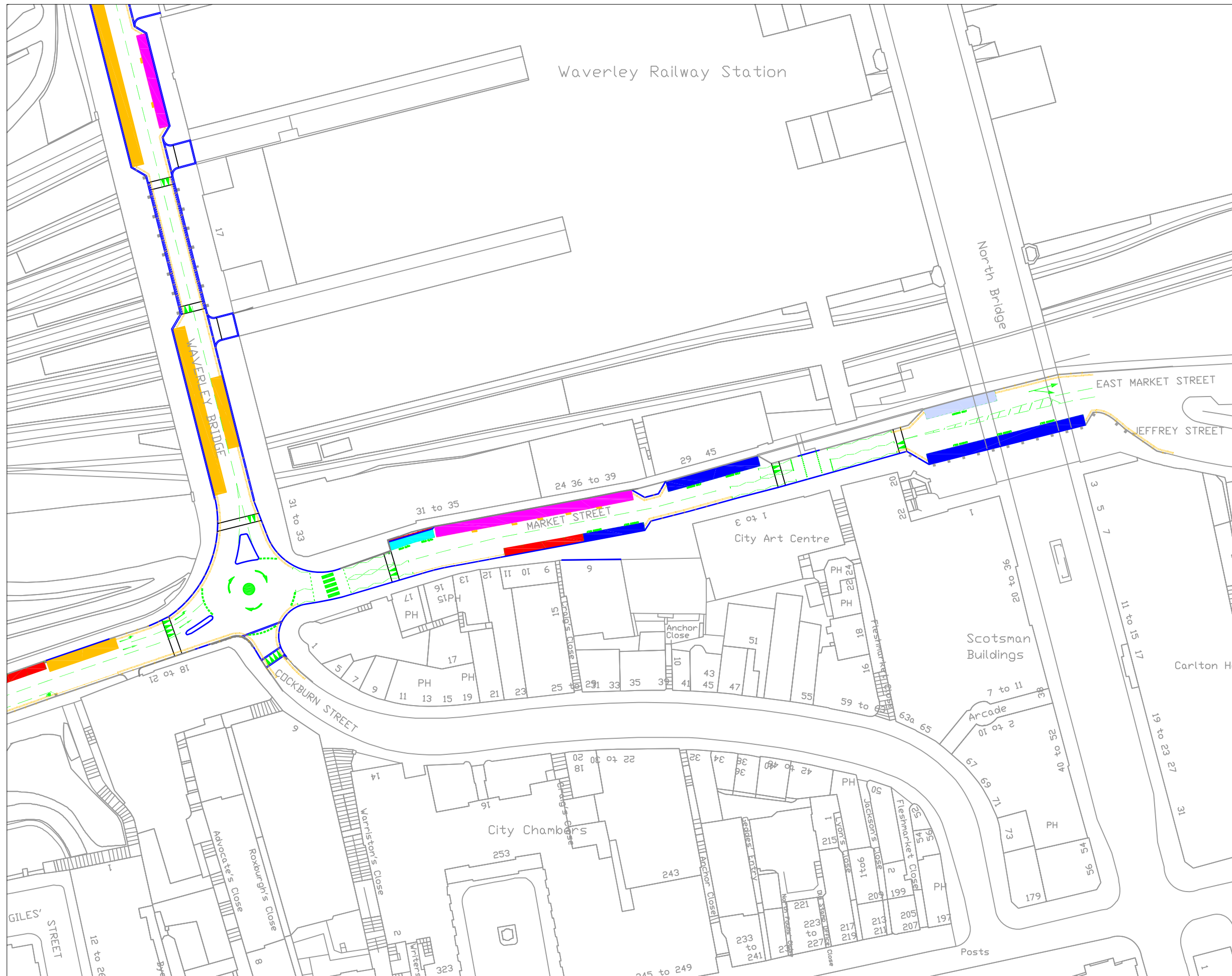
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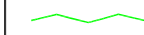


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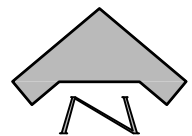
**WAVERLEY BRIDGE AND MARKET STREET
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TRO EXISTING LAYOUT
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Date: 29 May 2014 Job No. 636213 Drawn by: MRW
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**WAVERLEY BRIDGE AND MARKET STREET
IMPROVEMENT WORKS
TRO PROPOSED LAYOUT
MARKET STREET, FROM
COCKBURN STREET TO JEFFREY STREET**

Date: 29 May 2014 Job No. 636213 Drawn by: MRW
Scale: 1:1000 Checked by: JR

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Access To Waverley Station

Item number	7.7
Report number	
Wards	11 – City Centre

Links

Coalition pledges	P44
Council outcomes	CO19
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

Contact: Chris McGarvey, Professional Officer, City Centre & Leith Neighbourhood Roads Team

E-mail: chris.mcgarvey@edinburgh.gov.uk | Tel: 0131 529 7447

Executive summary

Access To Waverley Station

Summary

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

Recommendations

It is recommended that the Transport and Environment Committee:

- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Measures of success

Enhancements to Waverley Bridge and Market Street should result in a more attractive environment and better links to and from Waverley Station. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

Total costs to this project amount to an estimated £1.05M. The costs associated with the taxi rank provision and all measures required to accommodate associated vehicle movements are estimated at £541,000.

The footway, kerb alignment and general pedestrian improvement works costs are estimated at £414,000.

Carriageway resurfacing works on Market Street costs are estimated at £95,000.

Discussions are progressing with Network Rail on the apportionment of cost. Network rail has indicated that the Department for Transport may contribute towards the taxi rank provision and associated works. There is currently no budget provision for the carriageway resurfacing and footway and general pedestrian improvement works. The shortfall in funding will be considered as part of future budget setting processes.

Equalities impact

The new access arrangements proposed by Network Rail could impact negatively on disabled people, the elderly, families with young children and passengers carrying heavy luggage.

However, measures to mitigate negative impacts have already been introduced including:

- Entrances from Princes Street and Market Street into the station are fully DDA compliant. Lifts permit step free access to and from Princes Street while a rebuilt Market Street entrance offers similar facilities on the south side of the station.

Following discussions with Network Rail, additional proposals to improve access as part of the Waverley Station Improvement Project have been identified:

- New DDA compliant access at the Calton Road entrance.
- Disabled parking bays or pick up/drop off point from within the Network Rail's compound on Calton Road.
- New lifts and escalators will also be installed within Waverley Station improving access to and from Princes Street and Market Street.
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp.
- 30 minute free drop off/pick up facility will be available within Waverley Car Park.

Sustainability impact

The proposals in this report should reduce carbon emissions by improving facilities for cyclists and pedestrians.

Consultation and engagement

The Traffic Regulation Order and the Redetermination Order will be the subject of a statutory procedure which will involve consultations with bodies representing persons likely to be affected. This will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Additional consultees:

- Network Rail
- ECAS
- Lothian Buses
- Department for Transport
- Transform Scotland
- Living Streets

Background reading/external references

The following drawing is available for reference:

- Drawing RTD-636213-02-03 showing the proposed road layout for Waverley Bridge and Market Street.

Access To Waverley Station

1. Background

- 1.1. In March 2009 a working group was set up with members from Network Rail, DfT, British Transport Police and CEC. The context was the protection of the station concourse from attack by a Vehicle Borne Improvised Explosive Device. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the station.
- 1.2. CEC has held discussions with Network Rail regarding its proposals and the mitigation measures required to be put in place in order to accommodate general traffic and taxi stacking on-street. These discussions are ongoing and detailed designs are currently being worked on by CEC.
- 1.3. Design work includes a number of mitigation measures as well as some general improvement works within the surrounding area and is summarised below:
 - Provision for taxi stacking on Market Street to allow controlled access into Waverley Station;
 - A new roundabout at the junction of East Market Street and Jeffrey Street to improve access to the new pick up/drop off bays;
 - Improvements to footways, kerb alignment and pedestrian crossings in order to enhance the pedestrian environment on Waverley Bridge; and
 - Improvements to footways, surfacing and drainage on Market Street.
- 1.4. A meeting was held on 10 August 2012 with Councillor Hinds, CEC and Network Rail; the following main points were agreed in principal:
 - Agreement to allow access for taxis and specialised disabled organisation vehicles via a controlled entry system;
 - Drop off for private vehicles to be located on Market Street in the designated bays and New Street car park, which will extend free access for up to 30 minutes; and

- Discussions to take place involving Network Rail, ECAS and other appropriate organisations on questions relating to access and signage and other associated issues.

2. Main report

- 2.1 CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station concourse.
- 2.2 The security barrier position at the top of the south ramp is fixed due to the potential blast radius; this leaves minimal space for taxis to stack on the south ramp, approximately five spaces.
- 2.3 Due to the high volume of taxis entering the station (approximately three vehicles per minute, during peak hours) and the barrier processing time required to avoid tailgating (approximately 80 seconds per vehicle) there is insufficient space to meet the demand for access without causing vehicles to stack onto Waverley Bridge.
- 2.4 To avoid the potential of vehicles stacking onto Waverley Bridge the following solutions are being proposed:
 - A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
 - 30 minute free drop off/pick up facility will be available within Waverley Car Park;
 - 84m of drop off/pick up bays will be available on Market Street;
 - Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
 - Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
 - The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side;
 - A new cycle lane on Market Street will be installed in a westbound direction from the junction of Waverley Bridge to the junction of the Mound; and

- Relocate the existing pedestrian crossing on Waverley Bridge to outside Jimmy Chung's and install a new pedestrian crossing on Market Street opposite the Lothian Buses office.

2.5 A pedestrian and cycle audit will also be carried out and the results will be available by the end of February 2013. The audit will include:

- Review of passenger access by bus, taxi, foot, cycle and tram to/from Edinburgh Waverley station.
- Identify from the passenger's perspective, gaps in provision for inbound and outbound travel, taking account of projected future growth.
- Outline appropriate improvements that are **a)** essential and **b)** desirable over the following periods:
 - 2012-2015
 - 2015-2023
 - 2023-2035
- Review existing signing to, from and within the station and develop a signing strategy integrating with the recommendations on access/egress arrangements for different groups of users.
- Undertake a detailed audit of the plans to improve roads in the vicinity of Waverley station taking cognisance of all users' need; in particular pedestrians and cyclists.
- Identify order of magnitude costs of these improvements.

2.6 Network Rail are currently developing a Travel Plan for Waverley Station.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

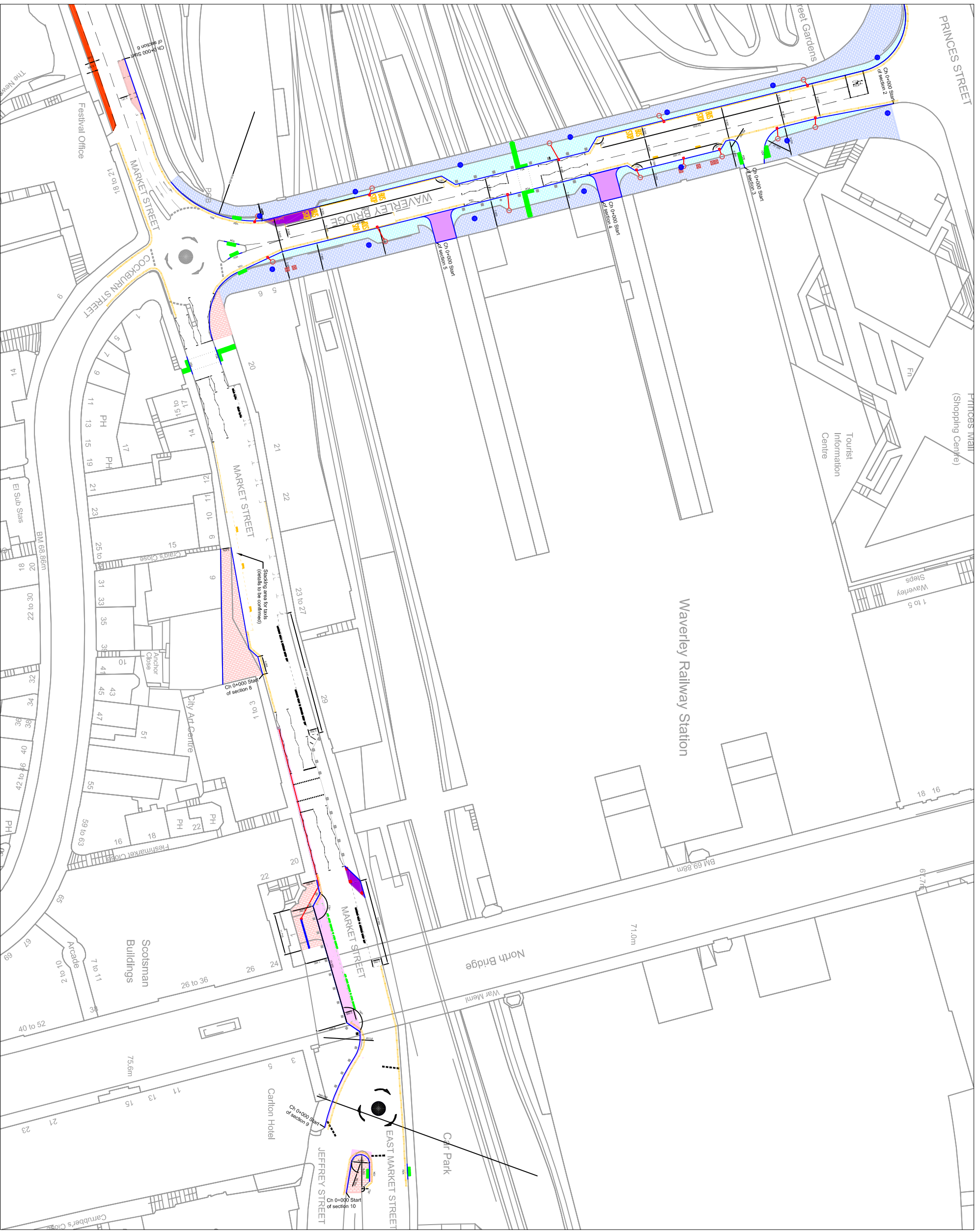
- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Mark Turley

Director of Services for Communities

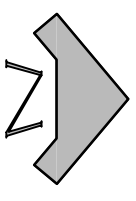
Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
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.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Drawing RTD-636213-02-03



- NOTES:**
1. All changes are in meters.
 2. Changes are to be signed on site with the Services Manager prior to commencement of construction.
 3. The width of the kerb is shown on this drawing.
 4. This drawing is to be read in conjunction with 'Draw Order'.
 5. The Contractor is required to record the position of all ironwork and rebar as required.

- Existing Layout
- Lift existing with kerb and relay to Std Drg 11604.
- Excavate Footpath to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove existing Footpath bulk out and substitute original kerbs. Excavate to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove slabs and excavate to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Calibness flags to Std Drg 11507.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 200mm DBM base, 50mm bedding & 150mm kerb to Std Drg 11507.
- Install new precast concrete channel to match existing to Std Drg 11294.
- Remove existing gully.
- Install new gully.
- New drop kerb crossing to Std Drg 11313 with granite coloured tactile paving to Std Drg 11506/11507.
- FDK Install footway drop kerb.
- VDK Install vehicle drop kerb.
- Gully bollard to be installed as per Drg 02211 with 450mm offset from the kerb face.
- Remove existing footpath bulk out (and bollards as required). Retain to original carriageway level. Relocate existing with kerb to new position.
- New red clipped cycleway
- Existing phonebox location
- Proposed lighting column position



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REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH

THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
 TRANSPORT
 The City of Edinburgh Council
 City Chambers, High Street
 Edinburgh EH1 1YJ
 Tel No 0131 200 2000

WAVERLEY BRIDGE AND
 MARKET STREET

FOOTPATH ALTERATIONS
 OPTION A

Date: 22 November 2012
 Scale: 1:1000 A1
 Job No.: 092673
 Drawn by: MW
 Checked by: DM

Transport and Environment Committee

10.00am, Tuesday, 17 March 2015

Public Utility Company Performance 2014/15 Quarter 3 (October, November and December 2014)

Item number	7.15
Report number	
Executive	
Wards	All

Executive summary

This report summarises the performance of Public Utility Companies (PUs) during the period October 2014 to December 2014 (Quarter 3), 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 3 (October, November and December 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 roadworks. 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 roadworks. 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 October 2014 to December 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.

Inspections

- 3.7 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 roadworks. 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.

- 3.8 The two areas that are inspected and monitored closely are PU reinstatements and PU defective apparatus (manholes, toby covers, valve and inspection/access covers).
- 3.9 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.
- 3.10 The total number of all inspections carried out in Quarter 3 was 3,823, as shown in Graph 3.10A. The numbers carried out in each month of Quarter 3 is shown in Graph 3.10B. The average failure rate for reinstatements inspected was 11.96%, against a target of 10% as shown in Table 3.10B. This is an improvement of 0.74% from 12.7% at the end of 2013/14.
- 3.11 The number of inspections carried out in Quarter 3 has decreased from the number carried out in Quarter 3 of 2013/14 and is shown in Graph 3.10A. The team of six Inspectors reduced to three, during the previous year, due to them leaving their employment with the Council. A recruitment exercise has led to the employment of two new Inspectors. The recruitment of a sixth Inspector is underway.

Sample Inspections

- 3.12 The total number of sample inspections carried out in Quarter 3 was 477. The breakdown between each inspection type is shown in Table 3.12A. The average failure rate for all PUs is shown in Table 3.12B.
- 3.13 The percentage pass rate for each PU, at the end of Quarter 3, is shown in Table 3.13 and Graph 3.13 and is compared with the percentage pass rate at the end of Quarter 4 for the previous four years. The target pass rate for all PUs is 90%.
- 3.14 There has been no improvement in sample A and B inspection types in Quarter 3, compared to Quarter 2. However, there has been a decrease in category C failures (1.1%) this quarter, compared to Quarter 2. Over all categories there has been a 2.2% increase in failures in Quarter 3 compared to Quarter 2, as shown in Table 3.12B.

Target Inspections

- 3.15 The number of target inspections carried out in Quarter 3, in addition to the above sample inspections, was 1,549. The breakdown between each inspection type is shown in Table 3.12A. The average failure rate for all PUs is shown in Table 3.12B.
- 3.16 There has been an improvement in Category B target inspections (17.1%) but a small increase in failures (0.3%) in Category C types in Quarter 3, compared to Quarter 2. Overall there has been an increase in failures (4.25%) in Quarter 3 compared to Quarter 2, as shown in Table 3.12B.

Utility Defective Apparatus

- 3.17 The total number of outstanding defective apparatus at the end of Quarter 3 was 901. A breakdown for each PU is shown in Table 3.17. This represents an increase of 62.9% when compared to Quarter 4 (2013/14) and an increase of 38.4% when compared with Quarter 1 (2014/15).
- 3.18 The PU with the largest numbers of defective apparatus continues to be Scottish Water (SW), with 685 items followed by Openreach with 135 items. A comparison of the three months in Quarter 3 is shown in Graph 3.18.

Utility Defective Reinstatements

- 3.19 Every PU has seen an increase in the number of outstanding defective reinstatements, at the end of Quarter 3. A breakdown for each PU is shown in Table 3.19 and Graph 3.19. At the end of Quarter 4 (2013/14), the total number of outstanding defective reinstatements in Edinburgh was 637. At the end of Quarter 3 this reduced to 427, an improvement of 33%. SW continues to have the largest number of defective reinstatements, although it has reduced this number by 119 (40.9%) since Quarter 4 (2013/14). SGN has not shown any improvement this quarter, in the numbers of outstanding defective reinstatements and has shown a negative trend in Quarter 3.
- 3.20 The inspections, as discussed in paragraph 3.10, are responsible for identifying and reporting failures and have had a direct effect 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

- 3.21 To address the reduced number of inspections created by the reduced staffing levels, a streamlined process was adopted. With the recent addition of replacement inspectors, it is intended to continue with this process until the number of inspections is brought back on track. The amended process is as follows:
- Sample Inspections (Categories A, B and C) to be given priority to ensure the Council meet its statutory obligations.
 - Target Category C Reinstatement Inspections, are carried out to ensure reinstatements are inspected within three months of their guarantee period expiring, to ensure the responsibility and cost of any defect will not fall to the Council.
 - Follow-Up Defective Reinstatement Inspections are carried out every 17 days, to ensure identified issues continue to be monitored.

- Target Category B Inspections are reduced, as they can be inspected at a later date as a Target Category C Inspection within three months of their guarantee period expiring.
- Follow-Up Defective Apparatus Inspections will re-commence.

Registration and Fixed Penalty Notices (FPNs)

- 3.22 All roadworks on public roads must be registered on the Scottish Road Works Register (SRWR).
- 3.23 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.
- 3.24 The comparison of registration failures for the Council's own works is shown in Graph 3.24.
- 3.25 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 3 of 2014/15 is shown in Graph 3.25. The total number of FPNs accepted by PUs in Quarter 3 was 140. A further 89 FPNs were accepted by other non-PU agents in relation to Road Occupation Permits eg skips, scaffolding, etc.

Improvement Plans

- 3.26 Owing to poor performance in their signing, lighting and guarding of roadworks and defective reinstatements, NFAPs were issued to Scottish Water, Scottish Power, SGN, Virgin Media and Openreach on 14 November 2014.
- 3.27 Formal Improvement Plans were subsequently received from each of the PUs, in which they detail how they will address their poor performance.
- 3.28 Additionally, informal Improvement Plans were requested from each PU to detail how they intend to address their poor performance in relation to defective apparatus failures and Fixed Penalty Notices (FPNs).
- 3.29 The above Improvement Plans were discussed and agreed with each PU prior to them being implemented at the end of Quarter 3, with significant improvements required during Quarter 4.
- 3.30 Improvements planned by the PUs include; employing additional members of staff to monitor the work carried out by contractors, carrying out inspections in line with those undertaken by the Council, Toolbox Talks to on-site operatives on the required standards for signing, lighting and guarding and reinstatements, the allocation of additional funds to address outstanding repairs, and planning remedial work for Quarter 4.

- 3.31 Scottish Water met with the Roadworks Support Team (RST) on 27 January 2015 and agreed to complete all outstanding repairs by 31 March 2015. These repairs consist of 685 items of Defective Apparatus and 172 Defective Reinstatements and equate to 76% and 40% respectively of the total number of defects for all PUs. Scottish Water has allocated additional capital funding specifically for this work and will bring in two additional contractor squads to assist its existing squads to achieve this commitment. An agreement has also been given that work will be undertaken through the day on non-traffic sensitive roads and during the evenings on traffic sensitive roads.

Actions

Edinburgh Road Works Ahead Agreement (ERWAA)

- 3.32 The Member/Officer Working Group met on 17 December 2014 to discuss timescales for acceptance of the Agreement by PUs. As a result of the reluctance of PUs to sign up to the agreement a letter was issued by the Acting Head of Service for Transport, to senior managers of all PUs. The letter also explained the reasons for the agreement and the importance of implementing it. The letter requested that each PU reply, stating its intentions towards signing the Agreement.
- 3.33 It was agreed at the Working Group that, once responses have been received from each PU, a Senior Manager from each PU will be invited to attend a presentation and discussion detailing the intentions and implications of working to the requirements of the Agreement. This presentation is currently being arranged and will form the final stage in the process. It is hoped that the signing of the Agreement will be reported in the Quarter 4 report to this Committee.

Proposals for the coming year

- 3.34 Trials are scheduled for an innovative method of testing reinstatements. This process determines reinstatement layer thicknesses and checks the compaction of the layers using ultra sound techniques. The RST are working with two testing companies and Scottish Power to assess and evaluate the effectiveness and accuracy of the trials.
- 3.35 Further to this, Scottish Water also met with the RST on 23 January 2015 to explore the benefits of using this new technology. Scottish Water was enthusiastic about this process and agreed to be involved in future testing and development of procedures for its use. This technique is in its infancy but is showing great promise as a future means of testing reinstatements and the existing road structure. The Council is taking a leading role in promoting this trial as the benefits go beyond PU work and include testing of the Council's own capital resurfacing work and reinstatements.
- 3.36 It is anticipated that this testing will replace the need to carry out coring of road reinstatements, which creates a potential weakness in the road where water can seep into the sub layers causing damage to the road surface.

- 3.37 It is believed that this form of Non Destructive Testing can be used, in conjunction with PUs and Contractors, to confirm compliance with specification and give an accurate picture of the sub-structure of the road.

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 roadworks across the city;
 - the quality of information supplied to people who live in, work in or visit Edinburgh; and
 - the quality and longevity of PU reinstatements.
- 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 reinstatement 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 3 was £199,482.

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 is being 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

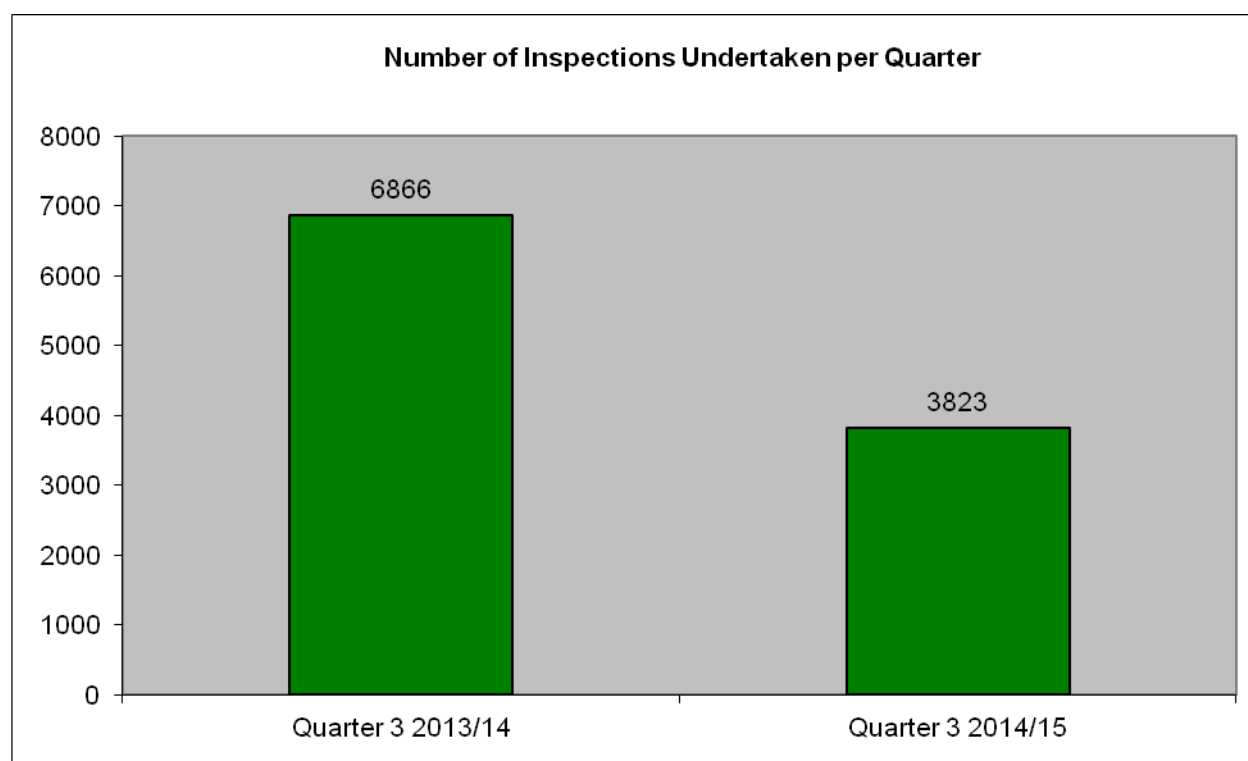
Acting Director of Services for Communities

Contact: Stuart Harding, Performance Manager

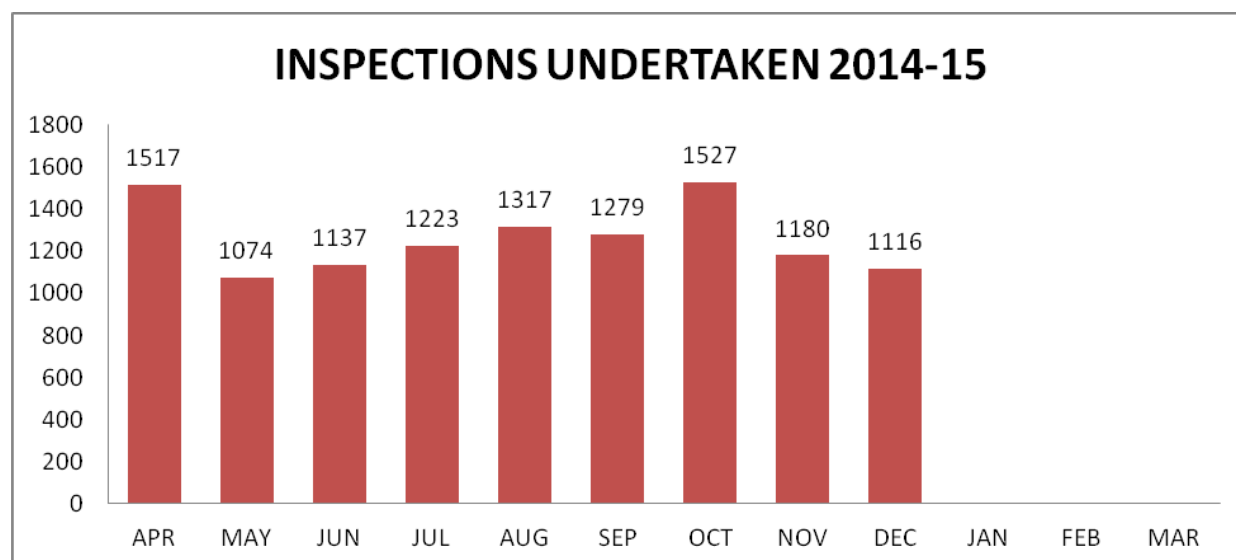
E-mail: stuart.harding@edinburgh.gov.uk | Tel: 0131 529 3704

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

Graph 3.10A

The reason for the decrease in the number of inspections (compared to Quarter 3 of 2013/14) is due to the team of six Inspectors reducing to three following them leaving their employment with the Council.

Graph 3.10B

3,823 inspections were carried out in Quarter 3. The target number of 20,000 inspections for the year is not expected to be met due to the reduction in the number of Inspectors up to January 2015. A revised annual target is estimated to be 15,160 (based on figures achieved in the first nine months of this financial year).

Table 3.12A**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 the guarantee period expiring.		
SAMPLE INSPECTION	79	194	204	-	477
TARGET INSPECTION	11	1	1537	-	1549
DEFECTIVE APPARATUS	-	-	-	7	7
DEFECTIVE REINSTATEMENT	-	-	-	1451	1451
INSPECTIONS RELATED TO CORING	-	-	-	268	268
OTHERS	-	-	-	71	71
TOTAL	90	195	1741	1797	3823

Table 3.12B**Average fail rate for ALL PUs**

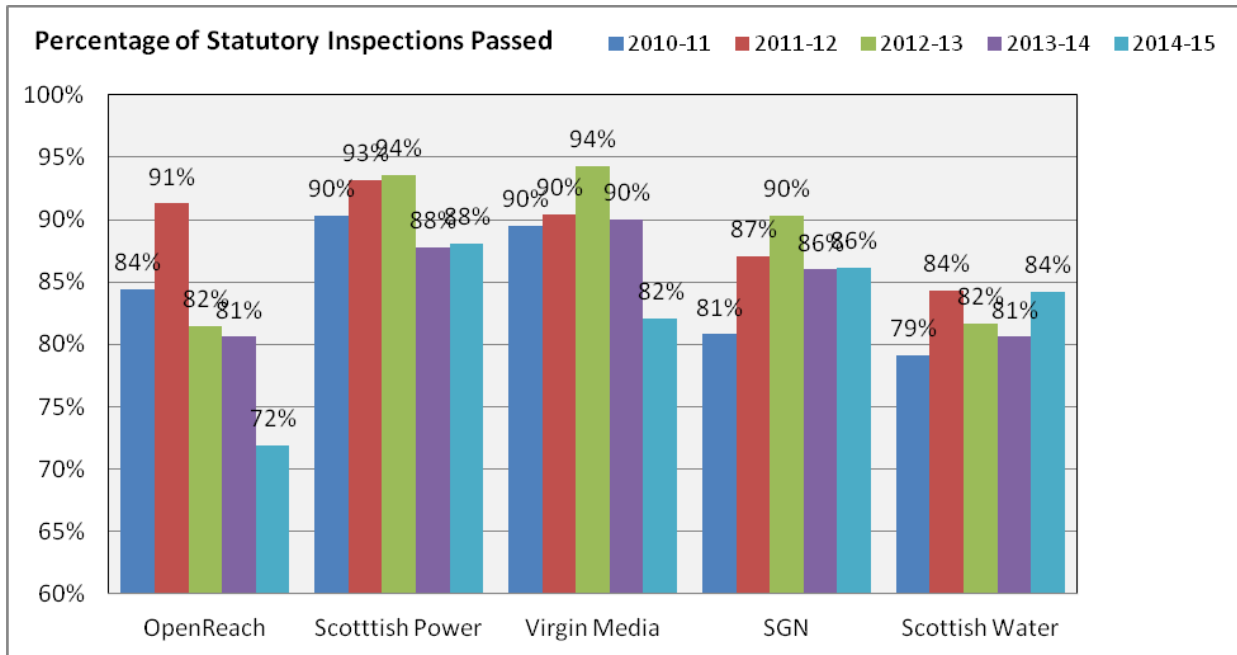
	% Fail Rate Q2	% Fail Rate Q3	Difference Q2 to Q3
SAMPLE INSPECTIONS	13.6%	15.8%	2.2%
Category A	17.0%	24.7%	7.7%
Category B	16.7%	19.6%	2.9%
Category C	8.9%	7.8%	-1.1%
TARGET INSPECTIONS	10.0%	14.25%	4.25%
Category A	33.3%	20%	-13.3%
Category B	17.1%	0%	-17.0%
Category C	8.2%	8.5%	0.3%
DEFECTIVE REINSTATEMENTS	12.7%	11.96%	-0.74%

Table 3.13

The table below shows the average percentage pass rate for defective apparatus for each PU over Quarter 3. The target pass rate for all PUs is 90%.

	Openreach	Scottish Power	Virgin Media	SGN	Scottish Water
Pass Rate	72%	88%	82%	86%	84%

Graph 3.13

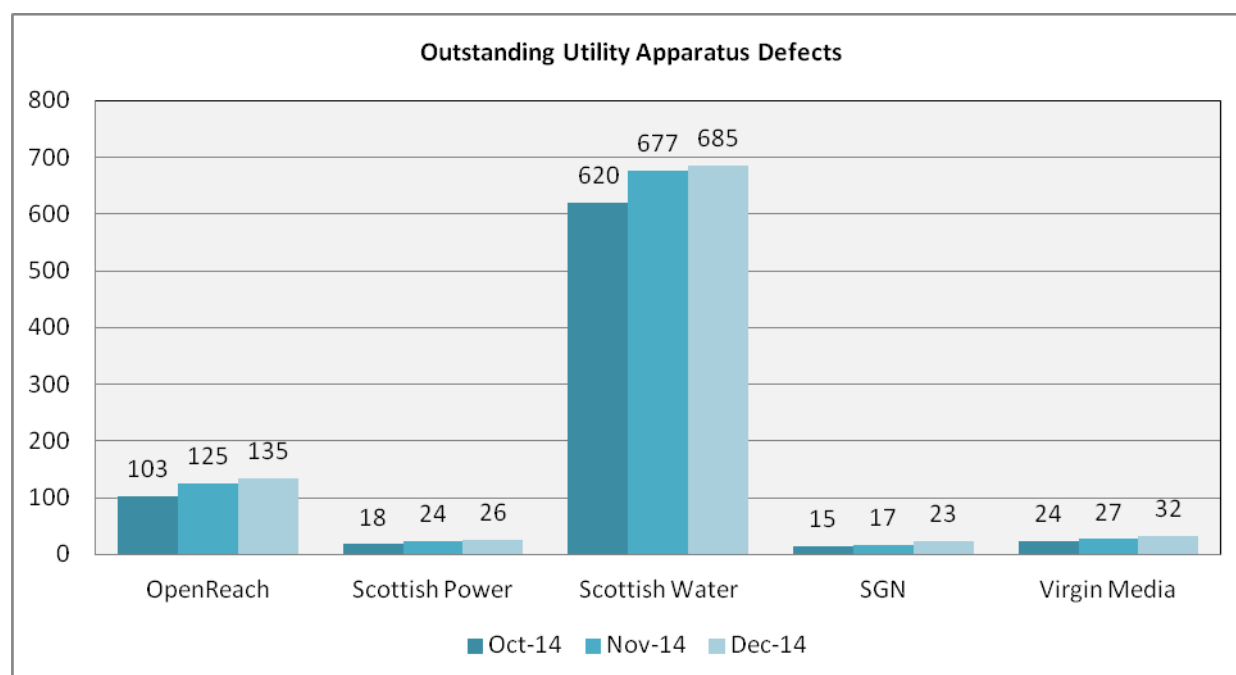


The target pass rate is 90%. All PUs failed to achieve this target in Quarter 3. The average pass rate for Quarter 3 was 84%.

Table 3.17

The total numbers of outstanding Defective Apparatus for Quarter 4 of 2013/14, Quarter 1, Quarter 2 and Quarter 3 of 2014/15 are shown below.

Utility	Q4 (2013/14)	Q1 (2014/15)	Q2 (2014/15)	Q3 (2014/15)	Increase Q4 to Q3
SGN	8	14	13	23	15 (187.5%)
Scottish Water	470	521	556	685	215 (45.7%)
Openreach	51	78	97	135	84 (164.7%)
Scottish Power	5	12	17	26	21 (420%)
Virgin Media	19	26	26	32	13 (68.4%)
Totals	553	651	709	901	348 (62.9%)

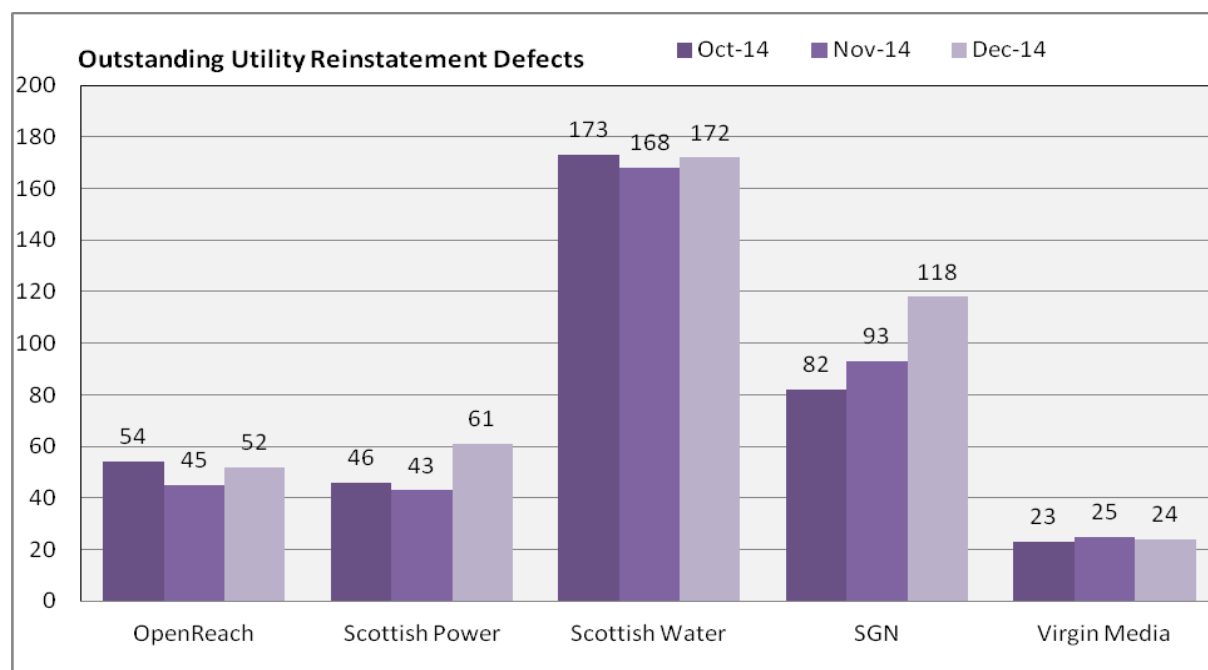
Graph 3.18

The number of outstanding defects for Scottish Water (685) is a longstanding issue. This has been raised as a specific problem and an Improvement Plan has been received. All PUs failed to make improvements this quarter and the number of outstanding defects has increased.

Table 3.19

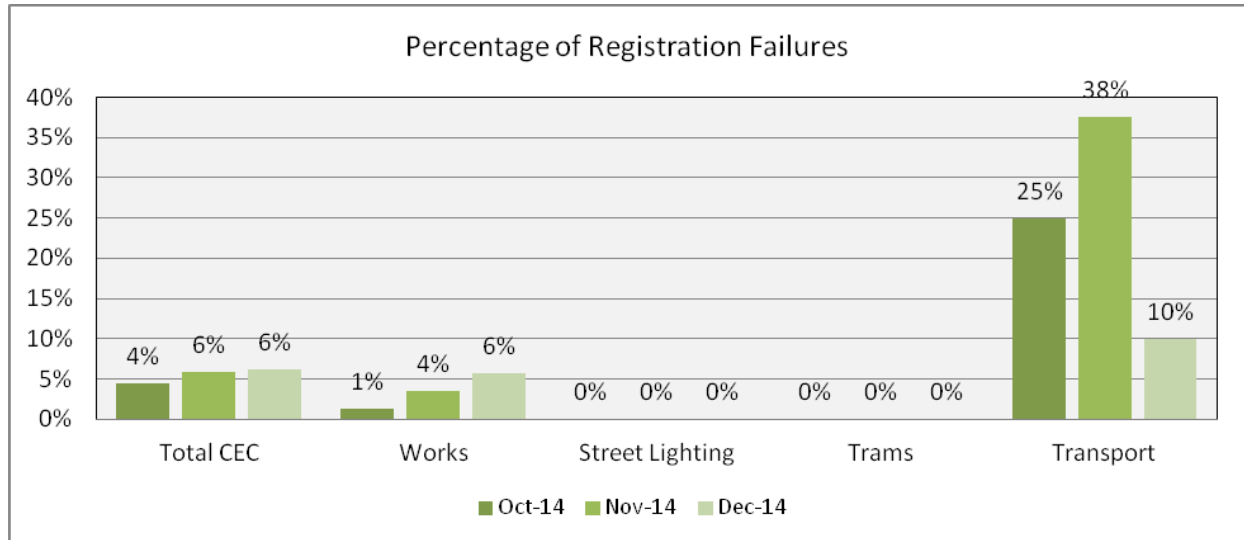
The total number of outstanding Defective Reinstatements for each quarter, for each PU, is shown below:

Utility	Q4 (2013/14)	Q1 (2014/15)	Q2 (2014/15)	Q3 (2014/15)	Reduction Q4 to Q3
SGN	124	97	73	118	6 (4.8%)
Scottish Water	291	191	174	172	119 (40.9%)
BT Openreach	94	58	52	52	42 (44.7%)
Scottish Power	87	66	50	61	26 (29.9%)
Virgin Media	41	35	28	24	17 (41.5%)
Totals	637	447	377	427	210 (33%)

Graph 3.19

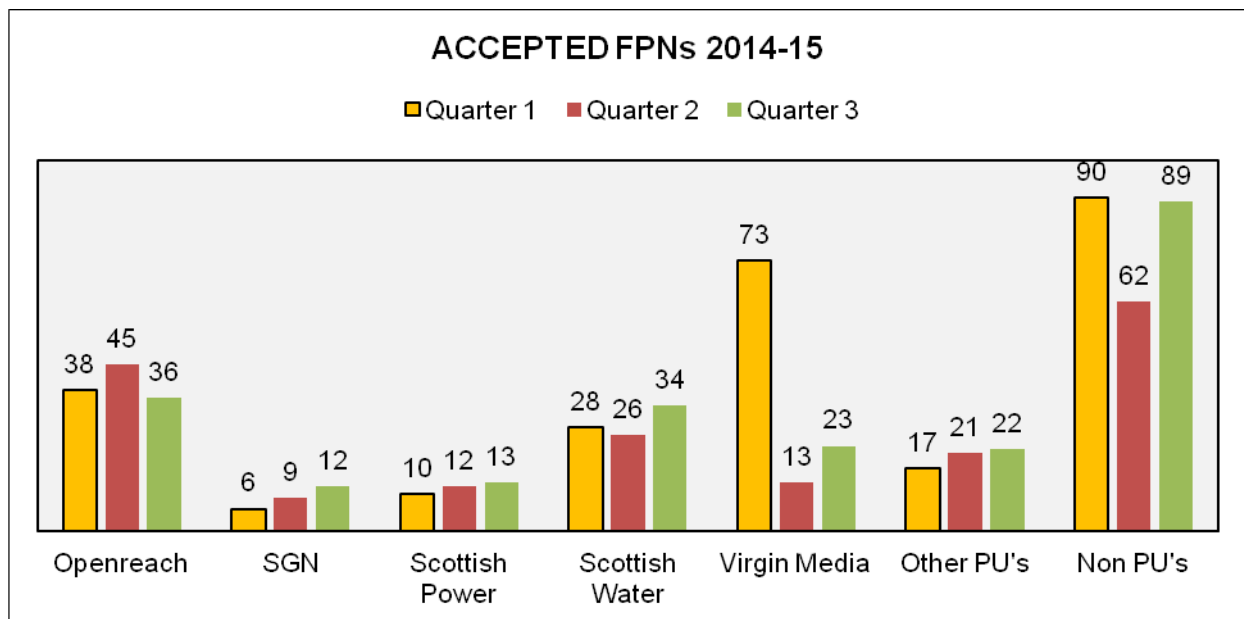
In this quarter there has been no improvement in the number of outstanding or defective reinstatements, with the exception of Virgin Media. There has been a negative trend with improvements this quarter. SW continues to be the worst performer. SGN has shown no improvement over the past three months and has shown a negative trend throughout the year. The total number of outstanding reinstatements (427) remains unacceptably high and is being addressed through their Improvement Plan.

Graph 3.24



In Quarter 3 the average failure rate was 5.3%. At the end of Quarter 3 the monthly registration failure rate was 6%. The monthly and annual target is 9%. The target has been achieved in each month of this quarter.

Graph 3.25



Cumulatively, over Quarters 1, 2 and 3, 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

10.00am, Tuesday, 17 March 2015

Services for Communities Grants to Third Sector Organisations 2015/16

Item number	7.16
Report number	
Executive/routine	Executive
Wards	All

Executive summary

The purpose of this report is to set out recommendations for grant applications submitted to Services for Communities (SfC) for 2015/16, which are now the responsibility of Transport and Environment Committee. There is one grant application requesting a total of £26,500. The award for this application in 2014/15 was £26,500 and it is recommended that this award is maintained for 2015/16.

On 11 February 2014, the Communities and Neighbourhoods Committee agreed to “the transfer of responsibility for developing future grant programmes and making grant awards to executive committees and policy development subcommittees”.

This report recommends maintaining grant awards at 2014/15 levels, with a view to securing savings of 10% with grant recipients through co-production, as part of the grant award process for 2016/17 and 2017/18.

Links

Coalition pledges	P30 , P48
Council outcomes	CO23 , CO25 , CO26
Single Outcome Agreement	SO2 , SO4

Services for Communities Grants to Third Sector Organisations 2015/16

Recommendations

It is recommended that Transport and Environment Committee:

- 1.1 Approves third sector grant award in 2015/16 for one applicant.
- 1.2 Agrees that grant levels be maintained for Water of Leith Conservation Trust.
- 1.3 Notes that expenditure for 2015/16 on third sector grants will be £26,500.
- 1.4 Agrees that savings are sought from grant recipients during 2015/16, with a view to making recommendations to Committee on grant awards from 2016/17 onwards.

Background

- 2.1 On 11 February 2014, the Communities and Neighbourhoods Committee agreed the recommendations in the Review of Grants to Third Parties 2013: Final Report including, to approve “the transfer of responsibility for developing future grant programmes and making grant awards to executive committees and policy development sub-committees”.
- 2.2 The Committee has also agreed that all grant programmes should be aligned to meet strategic plan, commissioning, and capital coalition pledge priorities. The report set out a requirement that all grant award recommendations should be co-produced with service users, carers and third sector organisations by April 2016. The review also recommended that co-produced grant programmes should ideally be funded for a period of three years to provide financial stability for recipient organisations.
- 2.3 In addition, the Better Outcomes Leaner Delivery (BOLD) workstream on third sector expenditure set out a recommendation to reduce third sector spend by 10% over three years. Service departments were instructed to decide how best to implement these proposals.
- 2.4 This report recommends that the grant awards for existing providers are maintained for 2015/16, but that savings are sought for the 2016/17 budget through negotiation with grant recipients during 2015/16. This will be undertaken through a collaborative approach with voluntary sector partners to co-produce

grant programmes and will be consistent with the approach taken with contracted services. Workstreams are being progressed which have savings built in, with the agreement of providers including the pilot for Advice and Support services which commenced in October 2014.

Main report

- 3.1 A closing date of 1 November 2014 was set for grant awards for 2015/16. However, given the range of changes to processes, responsibilities and policy, late applications were allowed up until 12 December 2014. One application for a grant has been received which is now the responsibility of the Transport and Environment committee.

Water of Leith Conservation Trust

- 3.2 The Water of Leith Conservation Trust raises the profile of this key environmental asset, and promotes community action to help the river. Its regular volunteer clean ups and habitat creation projects improve the health and accessibility of the river. Furthermore, its visitor centre, the walkway and extensive events, education and group visit programmes ensures that everyone has the opportunity to discover more about the Water of Leith asset. The delivery of the Council adopted Water of Leith Management Plan 2010-2020 is core to its work. The plan contains 83 actions for 11 statutory agencies and organisations in which the trust has the responsibility for the delivery of 49 actions totalling 59% of the Plan.
- 3.3 The Trust has applied for £26,500. It was awarded £26,500 in 2014/15 and it is recommended that this grant level is maintained for 2015/16.

Grants Programme 2016/17

- 3.4 No savings will be sought in 2015/16. However, savings will be sought in years 2016/17 and 2017/18. It is proposed that negotiations start with current grant recipients during 2015/16, with a view to achieving savings through co-production of services and assessing alignment with Council strategy and policy. Recommendations will then be made to Transport and Environment Committee in 2015 and put forward recommendations for three year grant awards from 2016/17 onwards.

Measures of success

- 4.1 Each grant recipient is required to complete a funding agreement which details SMART targets that the recipient agrees to achieve. Achievement of these targets will contribute to departmental objectives and service plans.
- 4.2 The success of the review will be measured by whether or not its implementation can be shown to maximise best value and sustainability of third parties, improve

satisfaction with the Council's grant to third parties arrangements and improve Council governance arrangements.

Financial impact

- 5.1 The grant award for 2015/16 is £26,500, the same as awarded in 2014/15.
- 5.2 This award is met from third sector spend identified in service area budgets.

Risk, policy, compliance and governance impact

- 6.1 The Communities and Neighbourhoods Committee in February 2014 accepted the recommendations of the Third Party Grants Review to "the transfer of responsibility for developing future grant programmes and making grant awards to executive committees and policy development subcommittees".
- 6.2 The third sector Co-production Steering Group, chaired by EVOC, has been set up to share good practice and ensure consistency as grant programmes are developed.

Equalities impact

- 7.1 The approval of the grant awards enhances the right to education and learning, standard of living, productive and valued activities, identity expression and respect as well as, participation influence and voice. The award of these grants enhance the duty to eliminate the unlawful discrimination, harassment and victimisation, advance equality of opportunity by meeting the needs of disabled people, people who are homeless and people in poverty. All awards enhance the duty to foster good relations
- 7.2 An Equalities and Rights Impact Assessment (ERIA) will be required in the event that savings are required from third party grants. An assessment will also be undertaken as part of the development of a co-produced grants programme for 2016/17.

Sustainability impact

- 8.1 The recommendation of grants, to the organisations listed in Appendix 1, have significant positive impacts on the environment, biodiversity and conservation within Edinburgh, benefitting the city's natural and cultural heritage.

Consultation and engagement

- 9.1 There was engagement involving stakeholders to review the third party grants process throughout 2013. Specifically this includes:
- Council Review of Grants to Third Parties – Discussed by the Compact Partnership Board on 1 March 2013.
 - Discussion at Communities and Neighbourhoods Policy Development Meeting and Review Sub Committee on 4 June 2013.
 - Meetings of the Compact's Council Grants to Third Parties Reference Group from June to October 2013.
 - Release of approved Council Grants to Third Parties Review Scope and Remit on the Council website and linked to the Compact and Third Sector Interface websites in early July 2013.
 - Grants Review Survey for current and potential grant recipients issued in July/August 2013.
 - Update report to the meeting of the Communities and Neighbourhoods Committee in 24 September 2013.
 - Report on the review, specifically addressing Culture and Sport Clients made to the meeting of the Culture and Sport Committee in 22 October 2013.
 - Engagement sessions on the review, components and way forward in November and December 2013.
- 9.2 The savings proposals for SFC 17 have been part of the wider corporate consultation for the 2015/16 budget.

Background reading/external references

[Review of Council Grants to Third Parties 2013/14, Communities and Neighbourhoods, 11 February 2014](#)

John Bury

Acting Director of Services for Communities

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Links

Coalition pledges	P30 – Continue to maintain a sound financial position including long term financial planning P48 – Use Green Flag and other strategies to preserve our open spaces
Council outcomes	CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community 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
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: Third Party Grants recommended Awards 2015/16

Transport and Environment Committee

10:00am, Tuesday, 17 March 2015

A71 Dalmahoy Junction – Options Report

Item number	8.1
Report number	
Executive/routine	Executive
Wards	Pentland Hills

Executive summary

A petition was considered by the Petitions Committee on 4 September 2014, regarding a request for the installation of traffic signals at the A71 Dalmahoy junction. This was to improve vehicular access to Ratho village and the Dalmahoy Hotel and Country Club and to reduce the risk to pedestrians crossing the A71 at this location.

The Transport and Environment Committee considered this petition on 28 October 2014, and asked for a follow up report on the possible options at this location together with their effectiveness and cost.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

A71 Dalmahoy Junction – Options Report

Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 notes the three options identified along with the relevant detail of the accompanying safety audit results;
 - 1.1.2 notes that the installation of traffic signals is the only practical option to improve road safety for both vehicles and pedestrians;
 - 1.1.3 notes that with the current shortfall in funding of approximately £76,000 this scheme can not currently proceed to construction; and
 - 1.1.4 agrees to undertake a detailed design for the signalisation of the junction with a more detailed cost estimate, including land acquisition and any required planning consents and to receive a report on these issues, along with details of how to find the additional required funding, in the first quarter of next year.

Background

- 2.1 The Petitions Committee, at its meeting on 4 September 2014, referred a petition entitled “Dalmahoy Traffic Lights Needed” to the Transport and Environment Committee. The petition requested the installation of traffic signals at the Dalmahoy Junction on the A71 in order to improve road safety particularly for pedestrians.
- 2.2 The Transport and Environment Committee on 28 October 2014 (Item 7.15b) considered the petition and report on the Dalmahoy Junction. It agreed to request a further report outlining a range of options and costs for improvements at the Dalmahoy Junction.
- 2.3 Three options have been investigated (see Appendices 1 and 2 for preliminary designs of each option):
 - Full signalisation of the junction;
 - Installation of a signal controlled pedestrian crossing; and
 - Installation of pedestrian refuge island.

- 2.4 All three options have been through a Stage 1 Road User Safety Audit (RUSA) process. This is an evaluation of a proposed road improvement scheme during the feasibility stage, to identify potential road safety problems for all road user groups and to suggest measures to eliminate or mitigate any concerns. It was carried out by an independent team of auditors. The results can be found in Appendix 3 and 4.

Main report

- 3.1 Three options have been investigated using the Stage 1 RUSA process and the outcome of each is summarised below. (A copy of the audit for each option can be found in the Appendices 3 and 4).

- 3.2 Option 1 – Full Signalisation of the Junction.

Cost - £430,000 approx.

Stage 1 audit comments (see Appendix 3):

The Audit Team noted that while the presence of traffic signals will highlight the junction to oncoming traffic, especially on the A71, the junction along with potential queuing will need to be highlighted to approaching drivers. This will be to minimise the risk of sudden braking, rear end shunt and potential loss of control type accidents.

Accident records show that poor driver attention to queuing traffic and turning movements has resulted in accidents at the junction and, as such, the Audit Team believe that potential similar inattention to the road layout and centrally located features will result in conflicts.

The audit report recommends that as the junction will be similar in nature to other traffic signal controlled junction located to the west, drivers will not be as likely to be taken unawares by a full signalised junction layout as other physical features such as a stand alone refuge island.

- 3.3 Option 2 – Signal Controlled Pedestrian Crossing. (Appendix 2)

Cost - £38,000 approx.

Stage 1 audit comments (see Appendix 4):

The Audit Team was concerned that such a facility would not be used to any great extent given the very low pedestrian volumes at the junction and the fact that the crossing would be some distance from the crossing desire line to the westbound bus stop.

This situation can then lead to regular drivers on the route disregarding the crossing and associated signals as they will generally pass through the signals on green. The use of the crossing by pedestrians may therefore be unexpected and lead to sudden braking with the potential for loss of control.

On a high speed rural road such as the A71, drivers who are unfamiliar with the road and junction layout may expect, from the warning signs, a full signalised staggered junction that allows and controls side road turning movements. This will also be compounded by the next junction to the west also being fully controlled by traffic signals. As such, these drivers may not expect turning movements to occur out of the side roads when they have been given a green signal to proceed on the A71. This could lead to a degree of confusion and potential sudden braking with the consequence of loss of control and rear end shunt type accidents.

The audit report recommends that while the desire to provide for pedestrians at the junction is recognised, the provision of an isolated traffic signal controlled crossing would appear to introduce a number of potential road safety issues that may, over time, outweigh any benefit provided by the crossing.

3.4 Option 3 – Pedestrian Refuge Island

Cost - £19,000 approx.

Stage 1 audit comments (see Appendix 3):

The Audit Team note the option of a proposed pedestrian refuge island on the A71 to the east of the Dalmahoy Junction.

This type of facility would be 'stand alone'; as such the Audit Team believe that the facility, regardless of being provided with the appropriate signs and markings, will be a feature that has a high potential to be struck by passing vehicles due to its 'isolated' nature within the road network and thus making it an unexpected feature on a high speed rural road.

Accident records show that poor driver attention to queuing traffic and turning movements has resulted in accidents at the junction and, as such, the Audit Team believe that potential similar inattention to the road layout and centrally located features will result in conflicts. This situation would be exacerbated in the hours of darkness.

The audit report recommends that a 'stand alone' centrally located refuge island crossing solution is not pursued.

- 3.5 Following the outcome of the Stage 1 audits, the introduction of traffic signals to the junction is the only practical option to improve road safety for both vehicles and pedestrians.

Measures of success

- 4.1 Success will be measured through a reduction in the collision rate, as measured through the comparison of before and after collision statistics.

- 4.2 A secondary measure of success will be an improvement in exiting and entering the side roads, should option 1 be taken forward.

Financial impact

- 5.1 Options 2 and 3 have the costs stated in the main report; these costs could be made available from the road safety capital budget.
- 5.2 To implement Option 1, a fully signalised junction, would cost approximately £430,000 including land acquisition.
- 5.3 So far £200,075 of funding has been identified from Transport capital budgets. This includes £135,075 from the Road Safety, £25,000 from the Access to Bus Stops capital budgets plus a £40,000 Section 75 contribution. Potential contributions of up to £60,000 from the Cycling, Walking and Safer Streets and Roads and Footways capital budgets are also being considered. A further £83,916 is potentially available from the South West Neighbourhood roads capital budgets (Neighbourhood Environment Programme and Ward Allocation) but this is dependent on securing the support of the local elected members and Neighbourhood Partnership. A contribution is also being sought from the Marriott Hotel and they have indicated that they may be able to fund £10,000 although this is yet to be confirmed. This leaves a shortfall of £76,009 which would have to be found from other sources.
- 5.4 Given this current shortfall it is recommended that the scheme be progressed to a detailed design and to acquire the land required for construction. This would cost around 10% of the estimated cost at around £43,000 and could be met by the Road Safety Capital Budget. The land acquisition could take up to eighteen months to complete which will allow the scheme to proceed in the interim.
- 5.5 A follow up report detailing the final costs and a timetable for the land purchase and scheme construction will be submitted to a future meeting of this Committee.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been prepared and is available as background reference. There are no direct negative equalities or human rights impacts anticipated and the proposals are expected to enhance accessibility to the Dalmahoy Hotel complex and to Ratho village, for both vehicular and pedestrian traffic.

Sustainability impact

8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised as follows:

8.1.1 Potential for positive impact on the environment by reducing speeds, reducing the potential for collisions and removing community severance.

8.1.2 The proposals in this report will help achieve a sustainable Edinburgh as it will enhance access to public transport, aid social cohesion and inclusion as well as equality of opportunity.

Consultation and engagement

9.1 Consultation will be carried out on the design and construction of any proposed scheme. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

Background reading/external references

Transport and Environment Committee Report – Item 7.15b, Dalmahoy Junction – Response to Petition, 28 October 2014.

John Bury

Acting Director, Services for Communities

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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 – Preliminary design of Traffic Signals Appendix 2 - Preliminary design of controlled crossing and pedestrian refuge island Appendix 3 – Traffic Signals safety audit Appendix4 –. Controlled crossing and pedestrian refuge island safety audit

**VEHICLE ACTIVATED SIGNS
&
PEDESTRIAN CROSSING OPTIONS
A71 DALMAHOY
EDINBURGH**

INDEPENDENT STAGE 1 ROAD SAFETY AUDIT

PRELIMINARY / OPTION DESIGN

PREPARED FOR

THE CITY OF EDINBURGH COUNCIL

A71 DALMAHOY

Report prepared by:-

**Stewart Paton Associates Ltd.
Consulting Engineers
69 Barnton Park Avenue
Edinburgh
EH4 6HD**

**JOB No. 4301/1/A71Dal-Final-001
Date: January 2015**


**VEHICLE ACTIVATED SIGNS
&
PEDESTRIAN CROSSING OPTIONS
A71 DALMAHOY
EDINBURGH**

INDEPENDENT STAGE 1 ROAD SAFETY AUDIT

PRELIMINARY / OPTION DESIGN

A71 DALMAHOY

JOB NO: 4301/1/A71 Dal-Final-001

	STATUS	PREPARED BY	DATE	APPROVED BY	DATE
Stage 2	Final	K P McMahon M Robison	January 2015		28 January 2015

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STAGE 1 AUDIT

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1.0 INTRODUCTION

- 1.1 The report has been prepared for the City of Edinburgh Council as a Stage 1 Road Safety Audit of the proposed works relating to the provision of Vehicle Activated Signs (VAS) and pedestrian crossing options on the A71 at Dalmahoy.
- 1.2 The audit was carried out during January 2015. A site inspection was undertaken on 16 January 2015 when photographs and detailed notes of the path network were taken. During the site inspection the weather was overcast and the road surface was wet from earlier rainfall. Traffic volumes were moderate and some pedestrian activity was observed.
- 1.3 The independent audit was carried out by Kevin McMahon, Managing Director of Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists assisted by Murray Robison, Director of Stewart Paton Associates Ltd.
- 1.4 The following documents were provided and form the basis on which this report has been prepared:-

The Audit Brief

The scheme drawings reviewed during the course of this audit were:-

RTD/636219/2/03 – Optioneering

AIP/2010/34/sign layout – VAS Staggered Junction Ahead

- 1.5 The audit was carried out generally as described in DMRB:HD19/03 and took into account the specific requirements of the contract as appropriate and the Audit Brief.
- 1.6 In this Stage 1 assessment, compliance with design criteria and the Employer's Requirements has been considered. Aspects that may reflect on safety issues have been identified. The proposals have been audited to allow consideration to be given to the potential safety implications inherent in the scheme and to identify proposals to address the safety issues identified.
- 1.7 For the purposes of this audit, it is assumed that all Orders required to construct the scheme have been published and approved.
- 1.8 The scheme under consideration involves the options for possible pedestrian crossing facilities on the A71 to the east of its junction with Dalmahoy Road and the access for the Dalmahoy Hotel and Country Club.

The A71 at this point is a single carriageway road, linking Edinburgh to Livingston, which is subject to a 50mph speed limit. A footway is provided on the south side of the road and the junction has been lit as part of a road safety scheme some years ago.

- 1.9 The scope of the works reviewed during the course of this audit comprise –

Consideration of the options for a pedestrian crossing facility and a review of the proposals for a VAS for the staggered junction.

Note:

Any reference to a Chapter is a reference to a Chapter of the Traffic Signs Manual, reference to the Regulations is a reference to the Traffic Signs Regulations and General Directions 2002 and any reference to a Diagram (Diag) is a reference to a sign Diagram number in those Regulations. References to standards are those found in the Design Manual for Roads and Bridges.

2.0 ITEMS ARISING FROM THIS STAGE 1 AUDIT

A2 LOCAL ALIGNMENT

A2.2 New/Existing Road Interface

A2.2.1 Comment

Location: A71 Dalmahoy Junction
Summary Proposed Pedestrian Crossing with Refuge Island

The Audit Team note the option of a proposed pedestrian refuge island on the A71 to the east of the Dalmahoy Junction.

The Audit Team note that this type of facility would be ‘stand alone’ and the only centrally located physical feature being some 2 miles from the dual carriageway at Hermiston to the east and some 1¼ miles to the traffic signal controlled junction at Linburn Road to the west.

As such the Audit Team believe that the facility, regardless of being provided with the appropriate signs and markings, will be a feature that has a high potential to be struck by passing vehicles due to its ‘isolated’ nature within the road network and thus making it an unexpected feature on a high speed rural road.

Accident records show that poor driver attention to queuing traffic and turning movements has resulted in accidents at the junction and, as such, the Audit Team believe that potential similar inattention to the road layout and centrally located features will result in conflicts. This situation would be exacerbated in the hours of darkness.

Recommendation

The Audit Team recommends that a ‘stand alone’ centrally located refuge island crossing solution is not pursued.

Therefore if any of the two options were to be pursued then it should be the signal controlled solution. However comments relating to this proposal are provided below.

A2.2.2 Comment

Location: A71 Dalmahoy Junction
Summary Proposed Traffic Signal Controlled Crossing

The Audit Team note the option of a proposed traffic signal controlled crossing on the A71 to the east of the Dalmahoy Junction.

The Audit Team is concerned that such a facility would not be used to any great extent given the very low pedestrian volumes at the junction and the fact that the crossing would be some distance from the crossing desire line to the westbound bus stop.

This situation can then lead to regular drivers on the route disregarding the crossing and associated signals as they will generally pass through the signals on green. The use of the crossing by pedestrians may therefore be unexpected and lead to sudden braking with the potential for loss of control.

It is also the case that in combination with the proposals for VAS relating to warning drivers of the Dalmahoy junction, these signs could detract from the traffic signal controlled crossing.

As there would also be a need for advance warning signs of the traffic signals given the high speed nature of the road, there is also the issue of multiple messages and sign clutter raising the potential for driver confusion.

The confusion being that drivers travelling on the A71 who are unfamiliar with the road and junction layout may expect, from the warning signs, a full signalised staggered junction that allows and controls side road turning movements. As such, these drivers may not expect turning movements to occur out of the side roads when they have been given a green signal to proceed on the A71. Even vehicles proceeding to the give way markings could be misinterpreted as a vehicle entering the junction against a red traffic signal on the side road. This could lead to a degree of confusion and potential sudden braking with the consequence of loss of control and 'rear end shunt' type accidents.

Recommendation

While the Audit Team recognises the desire to provide for pedestrians at the junction the provision of an isolated traffic signal controlled crossing would appear to introduce a number of potential road safety issues that may, over time, outweigh any benefit provided by the crossing.

The Audit Team would recommend that the above issues are carefully considered by the council before progressing with any further design.

4 NON MOTORISED USER PROVISION

A4.1. Pedestrians

A4.1.1 Comment

Location: A71 Dalmahoy Junction
Summary Bus Stop / Pedestrian desire line

It is noted that at the westbound bus stop located directly opposite Dalmahoy Road, to the north, there is only a narrow section of footway/hardstanding.

The Audit Team would anticipate that, at times where traffic volumes are light, any pedestrians heading to and from this bus stop location from Dalmahoy Road would simply cross the A71 at the junction.

When traffic volumes are higher then some pedestrians may use a proposed crossing facility to the east.

However the existing situation is that there are no connecting footway or dropped kerb crossing facilities from the bus stop to the Dalmahoy Hotel and Country Club access.

The proposals only include for a new footway on the east side of the Dalmahoy Hotel and Country Club access and no mention is made of relocating the westbound bus stop.

Recommendation

If a crossing is to be provided to the east of the junction then footway improvements will also be needed to the west side of the Dalmahoy Hotel and Country Club.

The Audit Team assume that little can be done in the area of the hardstanding but there does appear to be opportunities to improve footway facilities at the presently gravel covered area of the bellmouth.

A4.1.2 Comment

Location: A71 Dalmahoy Junction (North footway east of junction)
Summary: Bus Stop and footway width

It is noted that the north side footway to the east of the junction is relatively narrow at 1.4m and that the back of footway is poorly defined along with the width being effectively narrowed by hedges and other boundary foliage / vegetation.

If the existing bus shelter was to be relocated eastwards then the type of shelter would need to be altered to a cantilever style to maximise footway width. Even then ideally some form of set back should be provided otherwise any pedestrians needing to pass the shelter could end up having to walk on the carriageway. Anyone heading east would then be doing so with their back to traffic.

Recommendation

If a crossing is to be provided to the east of the junction and the existing bus stop location relocated then the type of shelter should be altered and ideally set back so as to at least maintain the existing but limited footway width.

If there was any possibility of improving the footway width in this area then this should be investigated.

A5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

A5.1 ADS and Local Traffic Signs

A5.1.1 Comment

Location: A71 Dalmahoy
Summary: VAS and Warning Signs, Traffic Signals – Interaction with each other and foliage

It is noted that the locations for the proposed signs all appear to be ones where the signs should not be obstructed by the existing verge side foliage, nor do they appear to be in locations where one sign may block the sightline to another sign. However care is required when assessing final locations of site.

An exception to the above is the current location of the existing chevron directions signs for the Canal Centre and St Mary's Church appear to be in locations that will block sightlines to the north side signals of any proposed traffic signal controlled crossing.

Recommendation

The Audit Team would recommend that the final location for all signs be carefully considered on site taking into account all existing features.

The locations and design of the signs for the Canal Centre and Church should be reviewed at detailed design stage to ensure any traffic signals are unobstructed from the appropriate stopping sight distance.

**SIGNAL CONTROLLED JUNCTION
A71 DALMAHOY
EDINBURGH**

INDEPENDENT STAGE 1 ROAD SAFETY AUDIT

DRAFT DESIGN

PREPARED FOR

THE CITY OF EDINBURGH COUNCIL

**A71 DALMAHOY
(Signal controlled junction)**

Report prepared by:-

**Stewart Paton Associates Ltd.
Consulting Engineers
69 Barnton Park Avenue
Edinburgh
EH4 6HD**

**JOB No. 4301/1/A71Dal-Sig Final-001
Date: February 2015**


**SIGNAL CONTROLLED JUNCTION
A71 DALMAHOY
EDINBURGH**

INDEPENDENT STAGE 1 ROAD SAFETY AUDIT

DRAFT DESIGN

A71 DALMAHOY

JOB NO: 4301/1/A71 Dal-Sig-Final-001

	STATUS	PREPARED BY	DATE	APPROVED BY	DATE
Stage 2	Final	K P McMahon M Robison	February 2015		17 February 2015

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1.0 INTRODUCTION

- 1.1 The report has been prepared for the City of Edinburgh Council as a Stage 1 Road Safety Audit of the proposed traffic signal controlled junction on the A71 at Dalmahoy.
- 1.2 The audit was carried out during January and February 2015. A site inspection was undertaken on 16 January 2015 when photographs and detailed notes of the path network were taken. During the site inspection the weather was overcast and the road surface was wet from earlier rainfall. Traffic volumes were moderate and some pedestrian activity was observed.
- 1.3 The independent audit was carried out by Kevin McMahon, Managing Director of Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists assisted by Murray Robison, Director of Stewart Paton Associates Ltd.
- 1.4 The following documents were provided and form the basis on which this report has been prepared:-

The Audit Brief

The scheme drawings reviewed during the course of this audit were:-

Appendix 1 – Draft Traffic Signal Layout

- 1.5 The audit was carried out generally as described in DMRB:HD19/03 and took into account the specific requirements of the contract as appropriate and the Audit Brief.
- 1.6 In this Stage 1 assessment, compliance with design criteria and the Employer's Requirements has been considered. Aspects that may reflect on safety issues have been identified. The proposals have been audited to allow consideration to be given to the potential safety implications inherent in the scheme and to identify proposals to address the safety issues identified.
- 1.7 For the purposes of this audit, it is assumed that all Orders required to construct the scheme have been published and approved.
- 1.8 The scheme under consideration involves proposals for a traffic signal controlled junction on the A71 at its junction with Dalmahoy Road and the access for the Dalmahoy Hotel and Country Club.

The A71 at this point is a single carriageway road, linking Edinburgh to Livingston, which is subject to a 50mph speed limit. A footway is provided on the south side of the road and the junction has been lit as part of a road safety scheme some years ago.

- 1.9 The scope of the works reviewed during the course of this audit comprise –
Consideration of the design of a traffic signal controlled junction.

Note:

Any reference to a Chapter is a reference to a Chapter of the Traffic Signs Manual, reference to the Regulations is a reference to the Traffic Signs Regulations and General Directions 2002 and any reference to a Diagram (Diag) is a reference to a sign Diagram number in those Regulations. References to standards are those found in the Design Manual for Roads and Bridges.

2.0 ITEMS ARISING FROM THIS STAGE 1 AUDIT

A1 GENERAL

A1.1 Departures from Standards

A1.1.1 Comment

Location: A71 Dalmahoy Junction

Summary: Inter-visibility

It is noted that the inter-visibility between stop lines and crossing areas is sub-standard due to the buildings and tree/hedge lined boundaries at the existing junction.

Ideally obstructions should be removed to provide the required inter-visibility as per TD50/04: The Geometric Layout of Signal Controlled Junctions and Signalised Roundabouts

Recommendation

Ideally tree lines and buildings should be outwith the inter-visibility zone, however it is appreciated that in existing layouts this is not always possible, especially if there are third party land ownership issues.

At this time the Audit Team cannot recommend any mitigation measures other than those relating to warning signs as discussed in other sections of the report.

It is therefore recommended that the council, as the junction design progresses, records the inter-visibility issue as a Departure from Standard.

A1.8 Access

A1.8.1 Comment

Location: A71 Dalmahoy Junction

Summary: Swept Paths

It is noted that the stop line for the exit from the Dalmahoy Hotel and Country Club is only a short distance from the edge of the A71 carriageway. While no plans have been provided at this stage the Audit Team are concerned that swept path analysis may show that larger vehicles making the left turn in from the A71 may have difficulty completing such a manoeuvre if an exciting vehicle is stationary at the stop line.

This could lead to such vehicles becoming stationary on the A71 with the effect of blocking traffic lanes and possibly needing to make unexpected reversing and other manoeuvres to negotiate the

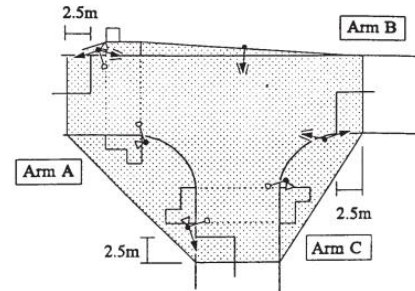


Figure 2/3: Junction Intervisibility Zone (with crossings)

junction that could confuse other drivers on the A71 and lead others to take unexpected paths through the junction.

Recommendation

It is recommended that if not already undertaken swept path analysis be carried out on all turning movements for the largest types of vehicles that may require to use the junction.

At this stage the Audit Team feel It may be necessary to move the stop line on the Dalmahoy Hotel and Country Club further south. This may then have an effect on traffic signal timings given the need for a slightly longer inter-green/clearance time.

A1.12 Basic Design Principles

A1.12.1 Comment

Location: A71 Dalmahoy Junction
Summary: Offset route for A71 eastbound traffic

It is noted that on the A71 eastbound approach to the junction the lane layout will require Edinburgh bound traffic to deviate to the left due to introduction of the right turn lane for the Dalmahoy Hotel and Country Club and the associated island for the central traffic signals.

This deviation is somewhat unusual being the direct line of sight for eastbound traffic would suggest to drivers that they should remain in Lane 2.

Recommendation

The Audit Team would recommend that the detailed design considers if there is a need, even on a temporary basis, for some form of lane designation signing to alert Edinburgh bound drivers of the need to maintain a position in Lane 1.

It is also noted that a similar traffic signal layout has been operational for a number of years on the A703/Seafield Road/Roslin Institute junction, which is also a rural high speed road. Analysis of the web site www.crashmap.co.uk indicates there has been no recorded injury accidents since this junction came into operation.

If not already undertaken, it may be that the council would wish to contact colleagues in Midlothian Council to gain any information and experience at this similar site with a traffic signal controlled junction.

A2 LOCAL ALIGNMENT

A2.2 New/Existing Road Interface

A2.2.1 Comment

Location: A71 Dalmahoy Junction

Summary Proposed Traffic Signal Controlled Junction

The Audit Team note that this type of facility including traffic islands would be ‘stand alone’ and the only centrally located physical feature being some 2 miles from the dual carriageway at Hermiston to the east and some 1¼ miles to the traffic signal controlled junction at Linburn Road to the west.

While the presence of traffic signals will highlight the junction to oncoming traffic, especially on the A71, the junction along with potential queuing will need to be highlighted to approaching drivers so as to minimise the risk of sudden braking, rear end shunt and potential loss of control type accidents.

Accident records show that poor driver attention to queuing traffic and turning movements has resulted in accidents at the junction and, as such, the Audit Team believe that potential similar inattention to the road layout and centrally located features will result in conflicts.

Recommendation

The Audit Team notes that, as the junction will be in similar in nature to other traffic signal controlled junction located to the west, drivers will not be as likely to be taken unawares by a full signalised junction layout as other physical features such as lone refuge island.

However it is recommended that temporary signs to Diag 7014 with the legend "NEW TRAFFIC SIGNALS" be provided for the first three months of operation.

In addition to this it is recommended that warning signs to Diag 543 “Traffic Signals Ahead” be provided on A71 approaches to the junction.

It is further recommended that even though the main approaches to the junction are relatively straight and level the operation of the junction needs to be modelled and monitored so as to establish whether or not there would be benefit in providing warning signs to Diag 584 “Traffic Queues Likely on Road Ahead” on the A71 and Dalmahoy Road to ensure drivers are aware of the potential need to slow down some distance from the traffic signals.

A2.2.2 Comment

Location: A71 Dalmahoy Junction
Summary Visibility to traffic signals

The Audit Team note that while the traffic signals on the central islands on the A71 will be visible to approaching drivers the primary signals on the nearside of the carriageway will be offset from the current driver’s sightline on approach to the junction.

Care is required that these signals can be seen by approaching drivers, especially if larger right turning vehicles are sitting at the stop line and potentially limiting the visibility to the signals on the central islands.

It is also the case that the nearside primary signal on Dalmahoy Road will be in an area where there is extensive tree growth and as such branches will obscure the traffic signals.

Recommendation

The Audit Team recommends that where required trimming back and then continual maintenance be carried out on trees and hedges running alongside the adopted road network to ensure traffic signal heads are visible from the appropriate stopping sight distance.

4 NON MOTORISED USER PROVISION

A4.1. Pedestrians

A4.1.1 Comment

Location: A71 Dalmahoy Junction (North footway east of junction)

Summary Bus Stop and footway width

It is noted that the north side footway to the east of the junction is relatively narrow at 1.4m and that the back of footway is poorly defined along with the width being effectively narrowed by hedges and other boundary foliage / vegetation.

If the existing bus shelter was to be relocated eastwards then the type of shelter would need to be altered to a cantilever style to maximise footway width. Even then ideally some form of setback should be provided otherwise any pedestrians needing to pass the shelter could end up having to walk on the carriageway. Anyone heading east would then be doing so with their back to traffic.

Recommendation

On relocating the bus stop the type of shelter should be altered and ideally set back so as to at least maintain the existing but limited footway width.

If there was any possibility of improving the footway width in this area then this should be investigated.

A4.1.2 Comment

Location: A71 Dalmahoy Junction

Summary Pedestrians crossing on east arm of the junction

Given the aforementioned relocation of the eastbound bus stop it may be the case that people using this stop will be heading to and from the Dalmahoy Hotel and Country Club.

No details have been given at this stage with regard to the traffic signal phasing.

As people making the above movement would have to make two road crossings to reach their destination it may be that some pedestrians will simply make the direct and uncontrolled crossing to and from the eastbound bus stop.

Recommendation

If the signals are to operate on an 'all red traffic/green man phases, then given that there is space available the Audit Team recommends that the detailed design considers the provision of a pedestrian crossing on the east arm or offers justification for not providing such a facility.

A5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

A5.1 ADS and Local Traffic Signs

A5.1.1 Comment

Location: A71 Dalmahoy

Summary: Warning Signs, Traffic Signals – Interaction with each other and foliage

It is noted that there are existing signs on the A71 for the Dalmahoy Road junction, these include warning signs and some directions signs.

As mentioned previously in this report there is potentially the need for new signs relating to the presence of the traffic signal controlled junction.

Care is required that any new signs do not just result in a proliferation of signs where important driver information is lost within the 'sign clutter'

Recommendation

The Audit Team would recommend that a complete review of the signing strategy for the junction be undertaken during the detailed design stage with the aim that all signs be carefully considered on site taking into account all existing features.

The locations and design of the signs for the Canal Centre and Church should be reviewed at detailed design stage to ensure any traffic signals are unobstructed from the appropriate stopping sight distance.

Transport and Environment Committee

10:00am, Tuesday, 17 March 2015

Objections to Proposed Relocation of Permit Holder Parking Places – Dundas Street

Item number	8.2
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

In February 2014, the developer of 30–30A Dundas Street approached the City of Edinburgh Council requesting the relocation of residents' parking places adjacent to its premises. Moving the parking places 18 metres south and replacing them with a single yellow line, would allow an area in front of the development for delivery vehicles to load/unload.

Objections were received when the proposals were advertised to the public. This report addresses the representations made by the objectors, recommends that the objections are set aside and that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

Links

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

Objections to Proposed Relocation of Permit Holders Parking Places – Dundas Street

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received; and
 - 1.1.2 makes the TRO as advertised.

Background

- 2.1 In February 2014, an application was received for the alteration to the frontage of the former furniture shop at No 30–30A Dundas Street, to a food retail shop (14/02746/FUL).
- 2.2 To service the retail unit, it was proposed that the adjacent permit holders' parking place should be moved 18 metres southwards and replaced by a single yellow line (see attached plan, Appendix 2).

Main report

- 3.1 The TRO to make the necessary amendments was advertised from 11 June until 1 August 2014. Four letters of objections were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.
- 3.2 The relocation of the permit holder parking places will not reduce the number of parking spaces currently available, it will avoid vehicles off-loading outside residential or business premises and moving loads along the footway. Moving goods along the footway may place both pedestrians and delivery staff at risk. The movement of goods along the footway may also have a detrimental impact to road safety that would not occur, with the provision of a yellow line area. In addition, it should avoid loading/unloading from permit holders parking places, that would prevent residents from using them.
- 3.3 The introduction of a yellow line area will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.

- 3.4 Vehicles servicing the development will be instructed by the retail company to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will be mainly adjacent to the retail unit and not the surrounding residential premises.

Measures of success

- 4.1 The yellow line area will provide the opportunity for delivery and goods vehicles to load and unload, which will lead to a reduction in double parking. This will greatly improve road safety and cause less problems for other road users.
- 4.2 To address the concern over delivery vehicles parking in residents' parking places to load/unload, thus limiting their use by permit holders.

Financial impact

- 5.1 The costs for undertaking the necessary works will be met by the retail development.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no impact on those covered by the Protected Characteristics.

Sustainability impact

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

Consultation and engagement

- 9.1 These proposals have been advertised in the press, on-street and on the Council website.

9.2 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

Contact: John Richmond, Traffic Orders Manager

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Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive.
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- Details of the objections Appendix 2 - Plan of the proposed amendments

Objections to Proposed Relocation of Permit Holders Parking Places – Dundas Street

Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

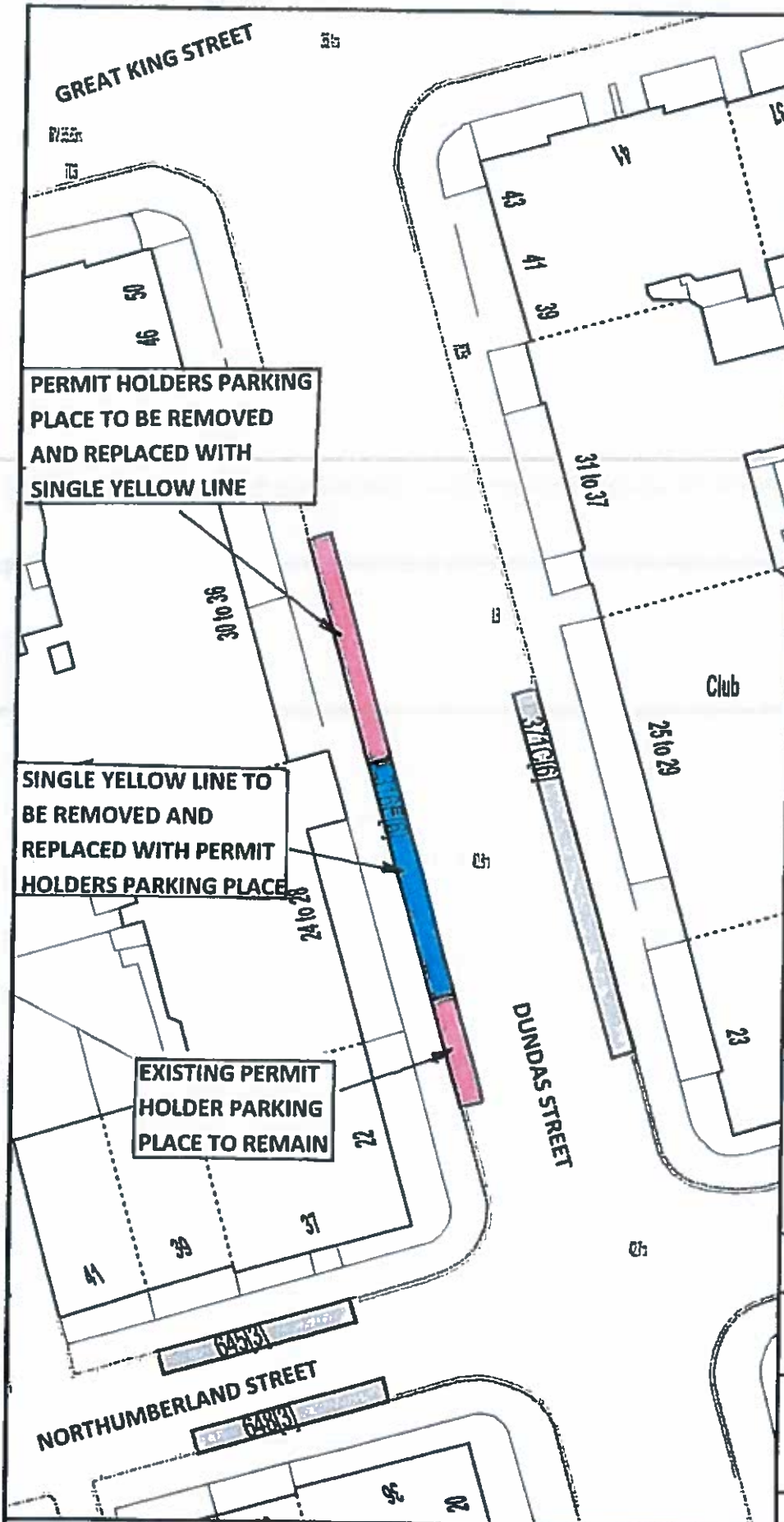
	Issue	Response
1.	There is insufficient residential or public parking in Dundas Street. The proposal would reduce the number even further.	<p>There will be no decrease in the number of permit holder parking places on Dundas Street. The proposal moves a 4/5 car parking space 18 metres southwards to join with another set of permit holders' parking places.</p> <p>Yellow line areas are provided to give delivery vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait on the yellow line to carry out the delivery etc. provided activity is seen at the vehicle. Parking attendants will enforce any misuse of the yellow line. It will also avoid delivery vehicles waiting in other parking bays in the area to off-load and preventing residents and others from using them.</p>
2.	We pay for permits to allow us to park in the road we live.	<p>Delivery vehicles are permitted to load/unload in all parking places, as well as on yellow line areas. If a yellow line area was not provided then these vehicles may wait in the permit holders parking places on Dundas Street, preventing residents or others using them.</p> <p>Resident parking permits are provided on a zonal basis to allow residents, if they cannot find a space adjacent to their homes, to park in other roads within the same zone.</p>
3.	The noise level from the delivery vehicles will be extremely disturbing.	<p>Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the yellow line area will remove the need for deliveries to be moved, from other locations in Dundas Street along the footway. Any noise impact from delivery vehicles will therefore be minimal.</p>
4.	Traffic congestion and pollution will increase as traffic travelling northwards will be held up by the delivery vehicles.	<p>The introduction of the yellow line area will restrict the number of vehicles which may load/unload at the store. The relocation of the permit holders parking places will also</p>

		<p>minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.</p>
5.	<p>Not all approvals for the new store have been confirmed by the Council. Should this proposal be taken forward before these have been put in place.</p>	<p>Change of use permission was not required as the building had already Class 1 retail consent. Approval was required to alter the frontage of the building and this was completed on 3 December 2014.</p> <p>The Traffic Regulation Order process can take up a year to complete, depending on the level of objections received when the proposal is advertised to the public. It is therefore reasonable for the TRO to run in tandem with the planning consent. Should the development not go ahead then the TRO can be stopped. The developer would be expected to pay for the work undertaken whether the proposal went ahead or not.</p>
6.	<p>Persons shopping in the new store may park on the adjacent yellow line area.</p>	<p>During the controlled hours only vehicles loading / unloading or blue badge holders will be able to wait on the yellow line area. Outwith the controlled hours any vehicles may park, which includes residents of Dundas Street or the surrounding roads.</p>

NOTES

APPENDIX 2

Objections to Proposed Relocation
of Permit Holders Parking Places
- Dundas Street



GREAT KING STREET

DUNDAS STREET

NORTHUMBERLAND STREET

WAITING RESTRICTIONS
DUNDAS STREET

Produced using Seafloor GIS

The material contained in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of HMSO, Crown Copyright.

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL
City Development Department,
1 Cockburn Street, Edinburgh EH1 1ZL
Tel 0131 238 2000

Scale: 1:500

Date: 27/02/14

Drawn By:

Drawing No:



Transport and Environment Committee

10am, Tuesday 17 March 2015

ECOSTARS Edinburgh Fleet Recognition Scheme - Update and Future Proposals

Item number	8.3
Report number	
Executive/routine	Executive
Wards	All

Executive summary

ECOSTARS Edinburgh, the first ECOSTARS fleet recognition scheme in Scotland, was launched in 2012. It has currently 72 member organisations with 4180 vehicles registered. The scheme aims to reduce energy consumption and emissions by commercial and passenger transport fleets, thus supporting improvements in air quality in the City. ECOSTARS members have also reported a range of benefits including reductions in fuel costs. An evaluation study, in 2014, estimated that a 5% reduction in members' fuel use had been achieved through the scheme.

The ECOSTARS Edinburgh project was part-funded until May 2014 by the European Commission's (EU) Intelligent Energy Europe (IEE) programme. The scheme continued in 2014/15 with the support of Scottish Government grant funding.

A number of Scottish local authorities have now set up their own ECOSTARS schemes. Potential cost savings could be made through working with other Scottish ECOSTARS schemes by forming regional or national partnerships, proposals for which are under consideration by the Scottish Transport Emissions Partnership (STEP).

Links

Coalition pledges

Council outcomes [CO10](#), [CO15](#), [CO22](#)

Single Outcome Agreement [SO2](#)

ECOSTARS Edinburgh Fleet Recognition Scheme – Update and Future proposals

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 notes progress made by the ECOSTARS Edinburgh fleet recognition scheme since it launched in January 2012;
- 1.2 agrees to continue the ECOSTARS Edinburgh fleet recognition scheme in its present form, for one year, pending the outcome of the feasibility work on national or regional partnership schemes; and
- 1.3 agrees to receive an ECOSTARS Edinburgh fleet recognition scheme progress report within the Council's annual Local Air Quality Management report.

Background

- 2.1 ECOSTARS is a voluntary, free to join, fleet recognition scheme that provides advice on environmental best practice to bus, coach and goods vehicles fleet operators.
- 2.2 The ECOSTARS scheme assesses and provides a rating for each vehicle and the overall standards of operation in a fleet. A star-based system is used to recognise members' existing levels of operational and environmental performance.
- 2.3 ECOSTARS aims to reduce the energy used by commercial and passenger transport fleets by encouraging the increased adoption of fuel efficiency measures such as driver training, reduction in idling and use of telematics. This results in reduced fuel consumption and lower emissions.
- 2.4 The ECOSTARS concept was developed in South Yorkshire by a consortium of four separate local authorities, forming part of a regional air quality strategy.
- 2.5 The City of Edinburgh Council established the ECOSTARS Edinburgh scheme in January 2012, the Council being a founding partner in an ECOSTARS Europe project. The Edinburgh scheme was co-funded for three years by the European Commission's (EC) Intelligent Energy Europe (IEE) programme, until the end of May 2014.
- 2.6 The City of Edinburgh Council was the first Scottish local authority to introduce ECOSTARS. The scheme is one of the measures detailed in the Air Quality Action Plan for Edinburgh, providing a unique opportunity for the Council to

engage positively with bus, coach and freight companies to help deliver improvements in air quality.

Main report

- 3.1 Since the launch of ECOSTARS Edinburgh in January 2012, the scheme has grown significantly. It currently has currently 72 member organisations, including the Council fleet, with over 4180 vehicles registered. Members are drawn from the public and private sectors and from the goods and passenger transport industries. Fleet sizes range from a single vehicle up to several hundred.
- 3.2 On joining ECOSTARS, the individual vehicles and operational practices of each member's fleet are assessed and an overall star-rating is derived. Tailored technical advice is then provided in a bespoke route map of recommendations through which improvements can be made.
- 3.3 Scheme members receive ongoing support and are contacted regularly to consider reassessment. Many members have made improvements to their fleets through implementing the advice and actions in their bespoke route maps and several have increased their star-rating by following these voluntary actions. A number of companies which started with five-star ratings, the highest level of rating, have improved still further; demonstrating their commitment to continuous improvement.
- 3.4 Many members promote ECOSTARS through their own websites, e-mail correspondence and stickers on their vehicles. Some have used their membership to evidence commitment to environmental sustainability to potential clients. Members can also publicise their membership and values through the ECOSTARS Edinburgh website profile page.
- 3.5 ECOSTARS has provided the City of Edinburgh Council with a means to engage positively with operators of goods and passenger transport fleets. Newsletters are circulated to scheme members every six months and a number of successful workshops have taken place. Members report that they value such events and communication.
- 3.6 An evaluation study, carried out as part of the ECOSTARS Europe project at the start of 2014, estimated that ECOSTARS Edinburgh members achieved an average 5% reduction in fuel use since joining the scheme. Savings were achieved through the implementation of the actions in the route map of tailored advice that members receive. Such actions might include vehicle substitution, training in eco-driving techniques, installation of fuel management systems, improved vehicle maintenance programmes and introduction of in-cab telematics information systems.
- 3.7 This 5% reduction equates to an average saving of 5.35 tons of fuel per year. In emissions terms, this equates to an annual reduction of 12,063 tons of carbon

dioxide, 123 tons of oxides of nitrogen (NO_x) and 4.5 tons of Particulates (PM_{10/2.5}). These are all emissions which Edinburgh is seeking to reduce.

- 3.8 The number of ECOSTARS schemes across the UK has grown substantially in the past three years. There are now 14 schemes in the UK, seven of which are in Scotland. Further growth is anticipated as other local authorities express interest in establishing ECOSTARS schemes for their areas.
- 3.9 The growth in individual schemes has increased the profile and brand recognition of ECOSTARS. The number of members has increased and many companies have decided to link with several schemes at the same time.
- 3.10 Local authority-led ECOSTARS schemes in Scotland to date are in Edinburgh, Falkirk, Dundee, North Lanarkshire, Fife, Glasgow and South Lanarkshire. All contain transport-related air quality management areas.
- 3.11 The Scottish Transport Emissions Partnership (STEP) is a cross-profession Air Quality Technical Group that provides technical support to Scottish organisations working to address poor air quality caused by emissions from road transport. It is chaired by the Scottish Environment Protection Agency (SEPA) with Transport Scotland as its secretariat.
- 3.12 STEP is supportive of ECOSTARS and has set up a working group to investigate the feasibility of establishing a Scottish or regional scheme. With seven individual schemes now operational in Scottish local authority areas, a regional or national scheme could deliver benefits in terms of shared costs of management and joint workshop events. It would also raise the profile and overall attractiveness to fleet operators.
- 3.13 A key element of ECOSTARS success is that it operates to a consistent set of technical standards. Appointment of a single specialist contractor to deliver the technical requirements of each scheme has enabled this consistency to be maintained and is especially important for members who are linked to more than one scheme, or whose operations transcend local or national boundaries. This support is provided by Transport and Travel Research Ltd (TTR). TTR was a principal partner in the ECOSTARS Europe project and currently provides technical support to all UK ECOSTARS schemes, including those in Scotland.
- 3.14 Due to TTR's partnership in the European project, it has established good links with current and prospective ECOSTARS members. As many of these members elect to link with several schemes at the same time, costs for technical support e.g. recruitment, auditing and assessment activities, are spread between the local authorities involved and therefore reduced overall.
- 3.15 A substantial database of potential scheme members has been developed by TTR which has identified a range of companies interested in joining or which could benefit from joining the scheme. There is therefore clear potential for further expansion of the scheme both within Edinburgh and nationally with the attendant benefits in reduced emissions and improved air quality. It is therefore

proposed that the scheme continues to be supported within Edinburgh for a further year, pending the outcome of the feasibility work on national or regional schemes. Costs of the scheme, which relate principally to the provision of technical support and information, are estimated at £25k per annum. This could be contained within existing budgets. Staff time of 0.5FTE supporting the scheme would continue.

- 3.16 The expansion of the scheme across other Local Authorities provides opportunities for cost reduction which will be fully explored e.g. by becoming involved in joint activities, such as member workshops, with other nearby ECOSTARS schemes such as Falkirk, Fife, or other city based schemes in Glasgow and Dundee.
- 3.17 If approved, annual reports on progress with the Edinburgh scheme will be provided within the Council's annual Local Air Quality Management report.

Measures of success

- 4.1 Additional recruitment to the Edinburgh ECOSTARS fleet recognition scheme of up to 10 new member fleet organisations per year.
- 4.2 All existing members will be contacted on a minimum annual basis to consider progress and be offered further advice on fleet efficiency improvements.
- 4.3 Members will be provided with regular newsletters and specialised workshops through which they may identify ideas for further improvement and share good practice.
- 4.4 Members continue to effect improvements to their fleet and operational practices in line with their ratings ambitions and efficiency route maps.
- 4.5 Through scheme membership, there will continue to be reductions in emissions of carbon dioxide, nitrogen oxides (NOx) and Particulate Matter (PM_{10/2.5}) from the commercial vehicle fleet operating in Edinburgh.

Financial impact

- 5.1 ECOSTARS Edinburgh was established with a budget of €125k as part of an IEE project. Actions up to 31 May 2014 were part funded by a €95k European Union contribution. The remaining costs were contained within existing budgets.
- 5.2 Specialist technical support costs associated with continuation of the scheme until the end of March 2015, will be met in part from a Scottish Government Action Plan grant (£12k) and the remainder contained within existing budgets. These costs will amount to no more than £25k.
- 5.3 The cost of continuing the scheme in 2015/16 would principally be the annual cost of external specialist technical support which will not exceed £25k. An application will be made to Scottish Government Action Plan grant for all or part of this amount and development support will continue to be provided by existing Council staff.

Risk, policy, compliance and governance impact

- 6.1 If the recommendations are not accepted there is a higher risk that parts of Edinburgh will continue to exceed European Union and UK air quality regulatory standards. It is considered that there are no other known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 This report proposes no change to current policies or procedures and as such a full impact assessment is not required.

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:
- Although the main reason for participation in the ECOSTARS Edinburgh project relates to the potential benefits for local air quality, the scheme aims to reduce fuel consumption by goods and passenger vehicle fleets and therefore to reduce carbon emissions.
 - The need to build resilience to climate change impacts is not relevant to the proposals in this report because the proposals will not impact on resilience.
 - The proposals in this report will help achieve a sustainable Edinburgh because the scheme acts to reduce transport related emissions in the city and through ECOSTARS, local businesses can gain access to free advice on how to improve the operational and environmental efficiency of their vehicle fleets.

Consultation and engagement

- 9.1 The ECOSTARS Edinburgh fleet recognition scheme offers a means by which the City of Edinburgh Council can engage on a voluntary basis with owners and operators of freight and passenger transport fleets operating in the Council area. ECOSTARS Edinburgh is contained in the Council's existing Air Quality Action Plan (AQAP) which is presently under revision. Should ECOSTARS continue to be included in the revised draft Air Quality Action Plan it will form part of the formal public consultation process.

Background reading/external references

www.ecostars-edinburgh.org

www.ecostars-europe.eu

John Bury

Acting Director for Services for Communities

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Links

Coalition pledges

Council outcomes

[CO10](#) - Improved health and reduced inequalities

[CO15](#) - The public is protected

[CO22](#) - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible

Single Outcome Agreement

[SO2](#) - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.

Appendices

N/A

Transport and Environment Committee

10am, Tuesday, 17 March 2015

Revisions to Proposed Waiting and Loading Restrictions - Cowgate

Item number	8.4
Report number	
Executive/routine	
Wards	11 – City Centre

Executive summary

The Cowgate currently has waiting restrictions in place Monday to Saturday from 0830 to 1830, as displayed on the carriageway with a single yellow line at the kerb. From 19 April 2013 to 14 May 2013, the City of Edinburgh Council advertised a proposal for 24 hour waiting restrictions along the length of the Cowgate, with loading restrictions at the junctions.

After advertisement, the proposals were amended. Proposed loading restrictions were removed at the minor junctions along the Cowgate, due to the requirement for sign poles - considered to be an obstruction on an already narrow footway.

The amended proposal will introduce 24 hour waiting restrictions. In addition, it is proposed to add 24 hour loading restrictions at the junction of Cowgate/High School Wynd/Blackfriar's Street and on the eastbound carriageway leading up to St Mary's Street.

Links

Coalition pledges	P32 , P44
Council outcomes	CO7 , CO19
Single Outcome Agreement	SO4

Revisions to Proposed Waiting, and Loading Restrictions - Cowgate

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 approves the implementation of the amended waiting and loading restrictions, as detailed in Appendix One.

Background

- 2.1 Due to safety concerns, local residents and the police made representations to the Neighbourhood Roads Team regarding vehicles parked at junctions and along the Cowgate itself. Road users also complained about delays to traffic due to parked vehicles. Following assessment of the sightlines and the existing parking restrictions, proposals were drawn up to introduce double yellow line waiting restrictions along the Cowgate.
- 2.2 The purpose of the traffic regulation order (TRO) is to provide safe access by preventing obstructions to sightlines at the junctions and to improve capacity for through traffic on the Cowgate.

Main report

- 3.1 The Cowgate is a main east-west route through the city centre. Princes Street and the Royal Mile have restrictions in place, reducing the number of alternative routes for vehicle traffic.
- 3.2 The carriageway of the Cowgate is six to seven metres wide between Cowgatehead and Blackfriar's Street. Parked vehicles impede traffic and obstruct sightlines at the junctions.
- 3.3 Existing footways on the Cowgate are narrow and can not be widened or relocated.
- 3.4 For these reasons, it is recommended to introduce waiting and loading restrictions on the Cowgate.

Measures of success

- 4.1 Increased road safety.
- 4.2 Improved traffic flow.
- 4.3 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the line markings and signs.
- 5.2 The cost can be met from within existing City Centre and Leith Neighbourhood revenue budget for financial year 2015/16.
- 5.3 The cost is anticipated to be in the region of £10,000.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010, and there is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals, if approved, will enhance the right to a safe environment by improving road safety, although there will be a minimal negative impact on the loss of parking amenity.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below:
 - a The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - b The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and
 - c The proposals in this report are not expected to impact negatively on social justice, economic well-being, or the city's environmental good stewardship.

Consultation and engagement

- 9.1 Requests were made by local residents and taken up by a local Councillor to prevent inconsiderate parking along the Cowgate, with a view to improving road safety by promoting unobstructed sightlines.
- 9.2 The Police requested the measures to assist with enforcement of the existing restriction on vehicle traffic, between the hours of 2200 to 0500.
- 9.3 The traffic regulation order was formally advertised 19 April 2013 to 14 May 2013, as TRO/12/31 'Cowgate Area'. Local elected members have been made aware of amendments to the original proposed waiting restrictions and no further concerns have been raised.
- 9.4 One objection was received which was subsequently withdrawn.

Background reading/external references

Appendix 1 – Plan of the proposed waiting and loading restrictions.

John Bury

Acting Director of Services for Communities

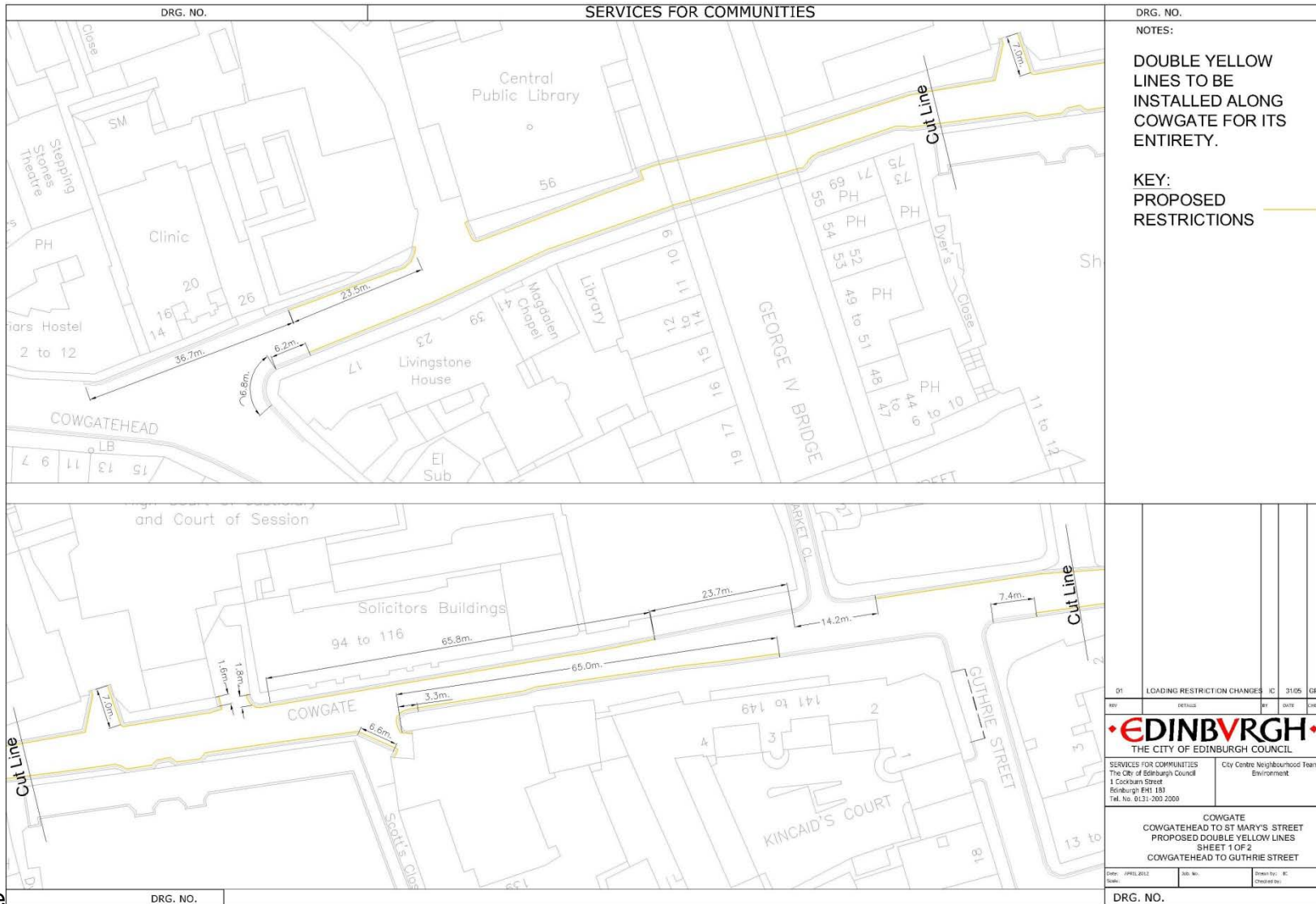
Contact: Ivar Christensen, Roads Technician

E-mail: Ivar.Christensen@edinburgh.gov.uk | Tel: 0131 529 3446

Links

Coalition pledges	P32 – Develop and strengthen local community links with the police
	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO7 – Edinburgh draws new investment in development and regeneration
	CO19 - Attractive Places and Well Maintained - Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.
Single Outcome Agreement	SO4 – Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix One – Plans for proposed waiting and loading restrictions in the Cowgate

Appendix One – Plans for proposed waiting and loading restrictions in the



DRG. NO. SERVICES FOR COMMUNITIES

DRG. NO. NOTES:

DOUBLE YELLOW LINES TO BE INSTALLED ALONG COWGATE FOR ITS ENTIRETY.

KEY: PROPOSED RESTRICTIONS

DRG. NO.	DETAILS	DATE	CHECK
01	LOADING RESTRICTION CHANGES	NC	31.05 GP

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
1 Cockburn Street
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Tel. No. 0131-200 2000

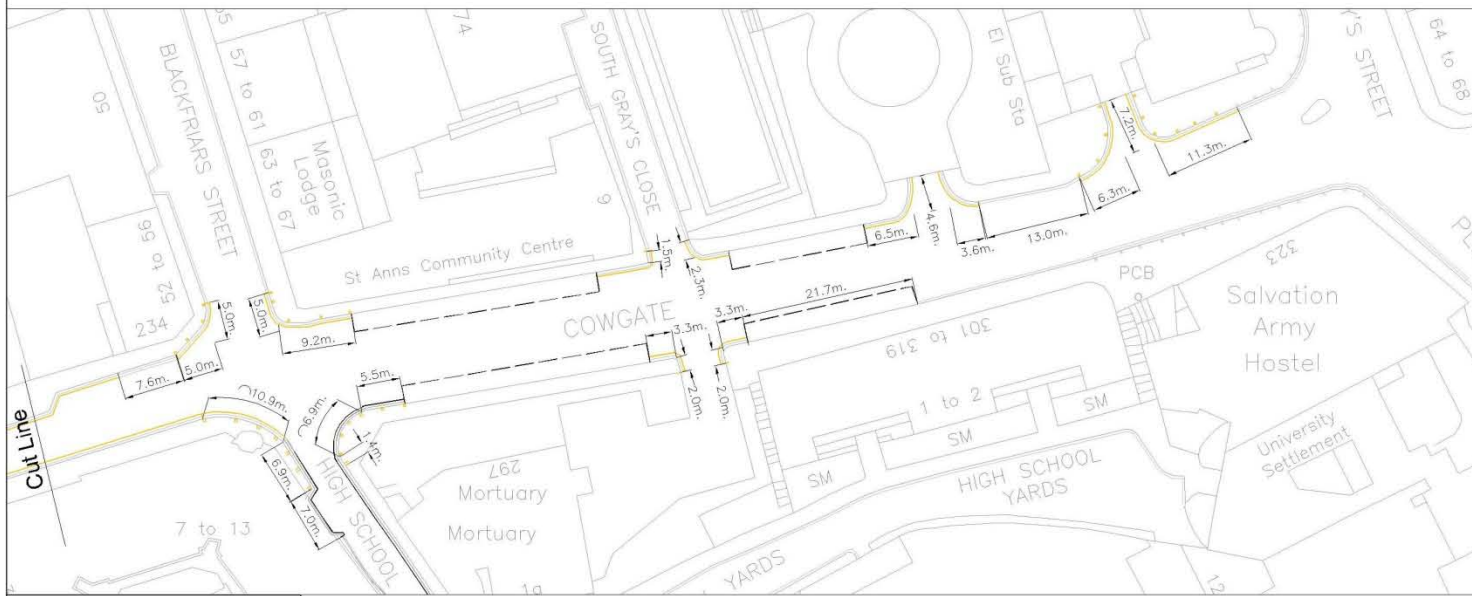
City Centre Neighbourhood Team
Environment

COWGATE
COWGATEHEAD TO ST MARY'S STREET
PROPOSED DOUBLE YELLOW LINES
SHEET 1 OF 2
COWGATEHEAD TO GUTHRIE STREET

Date: 09/01/2012	Job No:	Drawn by: EC
Scale:		Checked by:

DRG. NO.

Cowgate



DRG. NO.

SERVICES FOR COMMUNITIES

DRG. NO.

NOTES:

DOUBLE YELLOW LINES TO BE INSTALLED ALONG COWGATE FOR ITS ENTIRETY.

DOUBLE BLIPS TO BE INSTALLED AS SHOWN ON DRAWING

KEY:
PROPOSED RESTRICTIONS

01	LOADING RESTRICTION CHANGES	IC	31/05	GP
REV	DETAILS	BY	DATE	CHECK



SERVICES FOR COMMUNITIES
The City of Edinburgh Council
1 Cockburn Street
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City Centre Neighbourhood Team
Environment

COWGATE
COWGATEHEAD TO ST MARY'S STREET
PROPOSED DOUBLE YELLOW LINES
SHEET 2 OF 2
GUTHRIE STREET TO ST MARY'S STREET

Drawn: 10/05/2012	Sub. No.	Drawn by: IC
Scale:		Checked by:

DRG. NO.

DRG. NO.