

Notice of meeting and agenda

Transport and Environment Committee

10:00am Tuesday 2 June 2015

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

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

Contacts

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

Tel: 0131 529 4106 / 0131 529 4240



1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 Spokes and Living Streets Edinburgh – email from Dave du Feu in respect of Item 7.3 (Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders) (circulated)

4. Minutes

- 4.1 Transport and Environment Committee 17 March 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 Mortonhall Memorial Options - Summary Review of Responses - report by the Chief Executive (circulated)
- 7.2 Delivering the Local Transport Strategy 2014-19: School Streets Consultation - report by the Acting Director of Services for Communities (circulated)
- 7.3 Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders - report by the Acting Director of Services for Communities (circulated)
- 7.4 George Street Experimental Traffic Regulation Order - Interim Cycle Lane Options 2015/16 - report by the Acting Director of Services for Communities (circulated)
- 7.5 Review of Tables and Chairs Summer Festival Trial in George Street - report by the Acting Director of Services for Communities (circulated)

- 7.6 National Walking Strategy Action Plan – Response to Consultation – April 2015 - report by the Acting Director of Services for Communities (circulated)
- 7.7 City Centre Public Spaces Manifesto Update - report by the Acting Director of Services for Communities (circulated)
- 7.8 MyParkScotland - Innovative Funding for Edinburgh's Parks - report by the Acting Director of Services for Communities (circulated)
- 7.9 Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission - report by the Acting Director of Services for Communities (circulated)
- 7.10 Cleanliness of the City - report by the Acting Director of Services for Communities (circulated)
- 7.11 Dog Fouling Prevention - report by the Acting Director of Services for Communities (circulated)
- 7.12 Update on Second Round of Noise Mapping - report by the Acting Director of Services for Communities (circulated)
- 7.13 Impact of the Increases to Fixed Penalty Notice Amounts - report by the Acting Director of Services for Communities (circulated)
- 7.14 Landfill and Recycling - report by the Acting Director of Services for Communities (circulated)
- 7.15 Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - Update - report by the Acting Director of Services for Communities (circulated)
- 7.16 Scottish Water Environment Consultations – report by the Acting Director of Services for Communities (circulated)
- 7.17 Trade Waste – Street Scene Initiative - Presentation by the Acting Director of Services for Communities
- 7.18 Appointments to Working Groups, Etc 2015/2016 – report by the Director of Corporate Governance (circulated)

8. Routine decisions

- 8.1 Objections to Proposed Introduction of 24 Hour Waiting Restrictions - Glenogle Road Area - report by the Acting Director of Services for Communities (circulated)
- 8.2 Objections to Traffic Regulation Order TRO/13/26 – Proposed Waiting Restrictions - Balgreen Road at the Junctions of Glendevon Avenue and Saughtonhall Avenue West - report by the Acting Director of Services for Communities (circulated)

- 8.3 Objections to Traffic Regulation Order TRO/14/24 – Proposed Waiting Restrictions - Gyle Park Gardens - report by the Acting Director of Services for Communities (circulated)
- 8.4 Proposed Amendment to Traffic Regulation Order TRO/13/33B – Proposed Waiting Restrictions - The Green, Davidson’s Mains - report by the Acting Director of Services for Communities (circulated)
- 8.5 Objections to Traffic Regulation Order TRO/14/04 – Proposed Waiting Restrictions - North Gyle Terrace - report by the Acting Director of Services for Communities (circulated)

9. Motions

- 9.1 Velocity Road Repairs – Motion by Councillor Mowat

"Committee:

Notes that Edinburgh's roads continue to suffer from potholes and cracked surfaces and that this is a concern to all road users and especially cyclists and asks officers to consider how the Velocity pothole repair system which provides a cost effective, greener, faster permanent could contribute to the Council's road maintenance programme.

Calls for a report to committee in one cycle."

- 9.2 Pentlands to Portobello Cyclepath and Walkway – Motion by Councillor Robson

"Committee welcomes the proposal by Friends of Burdiehouse Burn Valley Park to create a joined-up cycle path and walkway from the Pentlands to Portobello drawing inspiration from the Water of Leith Walkway. Discussions on proposals for housing at Moredun and Burdiehouse within the Local Development Plan prompted the Friends Group to look at the opportunity to create new links and public spaces along the burn that runs through the park and on to Portobello.

Committee notes the positive initial interest in the initiative from local ward councillors, Edinburgh and Lothians Greenspace Trust, Portobello Community Council and Spokes. Committee further notes the intention to set up a local working group to bring all interested parties together.

Committee instructs a report to go to the Transport and Environment Committee to consider the approximate costs and potential sources of funding for such an initiative."

Carol Campbell

Head of Legal, Risk and Compliance

Committee Members

Councillors Hinds (Convener), McVey (Vice-Convener), Aldridge, Bagshaw, Barrie, Booth, Brock, Doran, Gardner, Bill Henderson, Jackson, Keil, McInnes, Mowat, Perry, Burns (ex officio) and Howat (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 Stuart McLean or Lesley Birrell, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4106 / 0131 529 4240, email: stuart.mclean@edinburgh.gov.uk / lesley.birrell@edinburgh.gov.uk .

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh. The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to www.edinburgh.gov.uk/meetings .

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

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If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services on 0131 529 4106 or committee.services@edinburgh.gov.uk

From: Dave duFeu []
Sent: 25 May 2015 21:09
To: Committee Services
Cc: David Spaven
Subject: Transport Committee June 2 - deputation request

Dear Committee Services

I am writing to request a deputation to the above Committee.

This would be a joint deputation of myself from Spokes and David Spaven from Living Streets Edinburgh.

We wish to speak about the Council's bus lane proposals draft Traffic Regulation Order, which we understand will be discussed at the Committee.

Can you also advise the time and place of the Committee and how long a deputation would be given to speak?

Many thanks

Dave du Feu
Spokes

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** Spokes: spokes.org.uk; twitter.com/SpokesLothian

** Personal:

** Great sites: badscience.net, 38degrees.org.uk, copenhagenize.com, thebikestation.org.uk, ghgonline.org

Transport and Environment Committee

10.00 am Tuesday 17 March 2015

Present:

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

1. Deputation: Edinburgh University Students Association – Bike Hire Scheme for Edinburgh

The Committee agreed to hear a deputation from Briana Pedago, Edinburgh University Students Association in relation to a report by the Acting Director of Services for Communities on a proposal to develop a public bike hire scheme.

The deputation intimated support for a public hire scheme for Edinburgh and were of the view that this would allow Edinburgh to become more accessible by bike and would also have a positive impact on the City's environment. The majority of students at Edinburgh University were travelling to campuses outwith the main campus at George Square. The costs of travelling to and from campuses continued to be a major concern for students and the introduction of a public bike hire scheme would help alleviate these pressures.

Decision

The Convener thanked the deputation for her presentation and invited her to remain for the Committee's consideration of the report by the Acting Director of Services for Communities at item 3 below.

2. Bike Hire Scheme – referral by the Petitions Committee

The Petitions Committee had referred a petition entitled "Bike Hire Scheme" to the Transport and Environment Committee for consideration.

Decision

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

(Reference – referral by the Petitions Committee 22 January 2015)

3. Public Bike Hire Scheme

An update was provided on discussions with JCDecaux in respect of developing proposals for a public bike hire scheme in the City.

Decision

- 1) To note the work with JCDecaux to develop a proposal for a public bike hire scheme for Edinburgh.
- 2) To request a further report be brought to the Committee as soon as possible, and no later than October 2015, detailing the JCDecaux proposal together with recommendations on a way forward.
- 3) To request that an update be provided in the Petitions Committee Business Bulletin.
- 4) To discharge the action to undertake and report on further investigative work into a bike leasing scheme.

(References – Former Transport, Infrastructure and Environment Committee 5 May 2009 (item 7); report by the Acting Director of Services for Communities, submitted.)

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 13 January 2015 as a correct record.

5. Key Decisions Forward Plan

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

Decision

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

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

6. Rolling Actions Log

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

The Transport and Environment Committee Rolling Actions Log updated to 17 March 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 14, 17, 19, 26 and 35.

(References – Act of Council No 12 of 24 October 2013; Rolling Actions Log 17 March 2015, submitted)

7. Business Bulletin

The Transport and Environment Committee Business Bulletin for 17 March 2015 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted)

8. Active Travel Governance and Funding

Approval was sought for enhanced opportunities for members of the public and the neighbourhoods to influence the Council's investment in cycling.

Decision

- 1) To agree the changes in Active Travel Action Plan governance as outlined in the report by the Acting Director of Services for Communities.
- 2) To agree the proposal to enhance the involvement of neighbourhoods in identifying local projects for inclusion in the programme for cycling spend.
- 3) To discharge the Committee actions referred to in paragraphs 2.1 and 2.2 of the report by the Acting Director of Services for Communities.
- 4) That the Acting Director of Services for Communities examine the local decision making process as part of the planned move from the current six neighbourhood partnerships to the proposed four new localities taking into account the Transport Review and the change from Neighbourhood Teams to Local Transport Teams.
- 5) To agree, in principle, that decisions on funding for small scale revenue cycling projects could be made at neighbourhood partnership level.

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

9. Road and Footway Additional Investment Budget Allocation 2015/16

Approval was sought for the budget allocation and maintenance schemes to ensure that the condition of roads and footways continued to improve, whilst supporting the Council's Local Transport Strategy objectives, in particular, the Active Travel Action Plan.

Decision

- 1) To approve the allocation of the additional capital budget for 2014/15 as set out in Appendix B of the report by the Acting Director of Services for Communities.
- 2) To approve the list of additional carriageway and footway schemes as set out in Appendix C of the report by the Acting Director of Services for Communities.

(References – Transport and Environment Committee 28 October 2014 (item 13); Act of Council No 3 of 12 February 2015; report by the Acting Director of Services for Communities, submitted)

10. 8% Budget Commitment to Cycling

The Council had agreed 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.

A summary of the proposed capital and revenue expenditure on cycling for 2015/16 was submitted.

Decision

To approve the proposed expenditure on cycling for 2015/16

(References – Act of Council No 2 of 9 February 2012; Act of Council No 3 of 9 February 2014; report by the Acting Director of Services for Communities, submitted)

11. Decriminalised Traffic and Parking Enforcement in Edinburgh

In response to a motion by Councillor Bagshaw, details were provided of issues caused by incorrect parking on yellow and red lines. The Council's responsibilities in relation to Decriminalised Parking Enforcement (DPE) and the measures that could be taken to tackle parking that contravenes parking restrictions were also submitted.

Decision

- 1) To note the content of the report.
- 2) To note that specific measures to tackle illegal parking would be included in the draft Parking Action Plan (PAP) to be considered by the Transport and Environment Committee on 25 August 2015.
- 3) To discharge the motion by Councillor Bagshaw.

(References – Transport and Environment Committee 28 October 2014 (item 35); report by the Acting Director of Services for Communities, submitted.)

12. 20 for Edinburgh: 20mph Network Implementation

Approval was sought for the implementation plan and for the commencement of the required Speed Limit Order for the roll-out of the citywide 20mph network.

Decision

- 1) To approve the commencement of statutory procedures to introduce a 20mph speed limit for the proposed network.
- 2) To approve the proposals for phased implementation of a 20mph network as outlined in the report by the Acting Director of Services for Communities, subject to approval of the necessary Speed Limit Order.
- 3) To approve the funding framework set out within the report by the Acting Director of Services for Communities, including the application for external match funding.

(References – Transport and Environment Committee 27 August 2013 (item 14) and 13 January 2015 (item 12); report by the Acting Director of Services for Communities, submitted)

13. Delivery of the Local Transport Strategy 2014-19 Priorities for Installing On-Street Electric Vehicle Charging Points in Edinburgh

Approval was sought for the installation of on-street vehicle charging points in Edinburgh and for a pilot on-street electric vehicle charging points scheme in the Marchmont and Sciennes area.

Decision

- 1) To note the current location of publicly available charging points.
- 2) To approve the priorities for installing on-street vehicle charging points in Edinburgh, as set out in the report by the Acting Director of Services for Communities.
- 3) To authorise the Acting 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.

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

14. 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 December 2014, was presented.

The City of Edinburgh Council had achieved a score of 71 with 95% of the streets surveyed as clean. The national standard of cleanliness is a score of 67.

Decision

To note the report.

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

15. Flood Risk Management - Consultation

An update was provided on the progress made towards developing a Local Flood Risk Management Plan as required for the Forth Estuary catchment. The Plan aimed to identify areas vulnerable to flooding from all sources and potential mitigating measures and actions.

Decision

- 1) To note the report by the Acting Director of Services for Communities.
- 2) To note that an engagement and consultation exercise, led by the Scottish Environment Protection Agency, had begun on 22 December 2014.
- 3) To note that the Council had incorporated Draft Delivery Plans into the consultation on 2 March 2015.
- 4) To note the measures and actions for Edinburgh contained within the Draft Delivery Plans.

(References – Transport and Environment Committee 13 January 2015 (item 10) and 28 October 2014 (items 9 and 10); report by the Acting Director of Services for Communities, submitted)

16. George Street Experimental traffic Regulation Order - Mid Year Review

The Committee had approved a year-long trial to introduce an Experimental Traffic Regulation Order (ETRO) on George Street. Details were provided on measures that had been put in place and the outcomes that had been identified in the first six months of the trial.

Motion

- 1) To note the contents of the mid-year report.
 - 2) To agree 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.
 - 3) To note that a further report would 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.
 - 4) To contact Essential Edinburgh and also Economic Development officers to ensure that research and information was available regarding the relationship of footfall and retail.
 - 5) To note that research companies were already working on this project and would expand their remit to cover marketing trends and views with businesses.
- moved by Councillor Hinds, seconded by Councillor McVey

Amendment

- 1) To note the contents of this mid-year report.
 - 2) To agree 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.
 - 3) To note that a further report would 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.
 - 4) That there is consultation with a suitably qualified retail expert regarding the relationship of footfall and retail spend and future retailing trends as part of the design work to ensure that the impact of different decisions could be considered as part of the planning for George Street.
- moved by Councillor Mowat, seconded by Councillor Jackson

Voting

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

Decision.

- 1) To note the contents of the mid-year report.
- 2) To agree 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.
- 3) To note that a further report would 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.
- 4) To contact Essential Edinburgh and also Economic Development officers to ensure that research and information was available regarding the relationship of footfall and retail.
- 5) To note that research companies were already working on this project and would expand their remit to cover marketing trends and views with businesses.

References - Transport and Environment Committee 19 March 2013 (item 28), 29 October 2013 (item 5) and 29 April 2014 (item1); report by the Acting Director of Services for Communities, submitted)

17. Landfill and Recycling

An update was provided on performance in reducing the amount of waste being sent to landfill and increasing recycling. The positive trend in performance was continuing with the amount of waste sent to landfill reducing by 4.3% compared with the same period for the previous year.

Information was also provided on complaint numbers. On average between April and December 2014, there had been 726 complaints a week, 43% more than for the same period last year.

Decision

To note the update.

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

18. Response to the Scottish Government Consultation on Low Emission Strategy for Scotland

The Scottish Government had invited the Council to comment on a draft Low Emission Strategy for Scotland. Approval was sought for the draft response which welcomed the general direction of the Low Emission Strategy.

Decision

To approve the draft response to the Low Emission Strategy Consultation for submission to the Scottish Government as set out in the appendix to the report by the Acting Director of Services for Communities.

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

19. Update on Award of Contract for Use of The Meadows for Edinburgh Festival Period 2015

Information was provided on the outcomes of the tendering process regarding the use of the Meadows for the Edinburgh Festival Period 2015.

Approval was sought to award the contract to Underbelly Limited as the preferred bidder.

Decision

To award the contract for Use of the Meadows for the Edinburgh Festival Period 2015 (with an option to extend for the Edinburgh Festival Period 2016) to Underbelly Limited.

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

20. Objections to Traffic Regulation Order TRO/13/06 Waverley Bridge and Market Street

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) for waiting and loading restrictions on Waverley Bridge and Market Street.

Decision

1) To note the objections received to the advertised Traffic Regulation Order.

- 2) To set aside the objections and give approval to make the Traffic Regulation Order as advertised.

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

21. Public Utility Company Performance 2014-2015 – Quarter 3 2014

Performance information relating to public utility companies for the third quarter of 2014/15 (October to December 2014) was presented.

An update on the performance 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 was also submitted.

Decision

- 1) To note the performance information set out in Appendix A of the report by the Acting Director of Services for Communities.
- 2) To note the arrangements for securing an improved level of performance from all Public Utilities.

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

22. Services for Communities Grants to Third Sector Organisations

Approval was sought for a range of grant applications for 2015/16.

Decision

- 1) To approve third sector grant award in 2015/16 for one applicant.
- 2) To agree that grant levels be maintained for Water of Leith Conservation Trust.
- 3) To note that expenditure for 2015/16 on third sector grants would be £26,500.
- 4) To note that savings were being sought from grant recipients during 2015/16 with a view to making recommendations to Committee on grant awards from 2016/17 onwards.

(References – Communities and Neighbourhood Committee 11 February 2014 (item 1); report by the Acting Director of Services for Communities, submitted)

23. A71 Dalmahoy Junction Options Report

Options for the installation of a traffic signal at the A71 Dalmahoy Junction were submitted for consideration.

Decision

- 1) To note the three options identified along with the relevant detail of the accompanying safety audit results.
- 2) To note that the installation of traffic signals was the only practical option to improve road safety for both vehicles and pedestrians.

- 3) To note that with the current shortfall in funding of approximately £76,000 this scheme could not proceed to construction at this time.
- 4) 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.

(References – Transport and Environment Committee 28 October 2014 (item 22); report by the Acting Director of Services for Communities, submitted)

24. Objections to Proposed Relocation of Permit Holder Parking Places – Dundas Street

Details were provided of objections received during the consultation on a proposed Traffic Regulation Order (TRO) to move parking places 18 metres south of 30-30A Dundas Street and replacing them with a single yellow line.

Decision

- 1) To set aside the objections received.
- 2) To make the TRO as advertised.

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

25. ECOSTARS Edinburgh Fleet Recognition Scheme – Update and Future Proposals

The aims of the ECOSTARS fleet recognition scheme in Scotland were outlined. Progress made by the scheme since its launch in January 2012 was reported.

Decision

- 1) To note progress made by the ECOSTARS Edinburgh fleet recognition scheme since it launched in January 2012.
- 2) To continue the ECOSTARS Edinburgh fleet recognition scheme in its present form, for one year, pending the outcome of feasibility work on national or regional partnership schemes.
- 3) To receive an ECOSTARS Edinburgh fleet recognition scheme progress update as part of the Council's annual Local Air Quality Management report.

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

26. Revisions to Proposed Waiting and Loading Restrictions - Cowgate

Approval was sought for the introduction of 24 hour waiting restrictions along the Cowgate and 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.

Decision

To approve the implementation of the amended waiting and loading restrictions, as detailed in Appendix 1 of the report by the Acting Director of Services for Communities. (Reference – report by the Acting Director of Services for Communities, submitted.)

27. Travel Discount Cards for Young Carers – Motion by Councillor Hinds

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

"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."

Decision

To approve the motion.

Key decisions forward plan

Item 5.1

Transport and Environment Committee August to October 2015

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
1	Public Bowling Greens	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks & Green Space Manager david.jamieson@edinburgh.gov.uk 0131 529 7055	
2	Charging for Parking in Limited Waiting Bays, Edinburgh	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Andrew Mackay, Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	
3	Parking Action Plan	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Andrew Mackay Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
4	Review of Trades, Retail and Business Parking permits	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Gavin Brown, Parking Operations Manager 0131 469 3650 gavin.brown@edinburgh.gov.uk	
5	Flooding Risk Management Consultation Feedback	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Tom Dougall, Maintenance Manager 0131 469 3753 tom.dougall@edinburgh.gov.uk	
6	Street Lighting - Proposed City Wide programme to install energy efficient white light	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: John McFarlane, Street Lighting & Workshops Manager 0131 458 8037 john.mcfarlane@edinburgh.gov.uk	
7	Future Bus Lanes and Bus Lane Camera Enforcement Update	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Len Vallance, Senior Professional Officer 0131 469 3629 len.vallance@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
8	7% Budget Commitment to Cycling - Summary of Expenditure	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Chris Brace, Project Officer (Cycling) 0131 469 3602 chris.brace@edinburgh.gov.uk	
9	Public Utility Performance - Q4	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Stuart Harding, Performance Manager 0131 529 3704 stuart.harding@edinburgh.gov.uk	
10	Leith Programme - Objections to TRO and redetermination order - Leith Walk (McDonald Road to Pilrig Street)	25 August 2015	Leith	Acting Director of Services for Communities Lead Officer: Callum Smith, Senior Professional Officer 0131 469 3592 c.smith@edinburgh.gov.uk	
11	Proposed Advertising at Roundabouts	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Andrew MacBride, Development Control Manger 0131 529 3523 andrew.mcbride@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
12	Edinburgh Public Realm Strategy - Prioritisation Process and Scope of Review	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Karen Stevenson, Senior Planning Officer 0131 469 3659 karen.stevenson@edinburgh.gov.uk	
13	Proposed Parking Waiting/Loading Amendments, Various Locations - Edinburgh	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: Steven Saunders, Professional Officer 0131 529 3907 steven.saunders@edinburgh.gov.uk	
14	Proposed Parking Waiting/Loading Amendments, Various Locations - Edinburgh	25 August 2015	City Wide	Acting Director of Services for Communities Lead Officer: John Richmond Senior Professional Officer 0131 469 3765 john.richmond@edinburgh.gov.uk	
15	Objections to the Residents Parking Permit Holders Provision - Albany Street	25 August 2015	City Centre	Acting Director of Services for Communities Lead Officer: John Richmond, Senior Professional Officer 0131 469 3765 john.richmond@edinburgh.gov.uk	

16	Objections to Proposed Amendments to the Waiting Restrictions - South West Cumberland Street Lane and Great King Street	25 August 2015	City Centre	Acting Director of Services for Communities Lead Officer: : John Richmond Senior Professional Officer 0131 469 3765 john.richmond@edinburgh.gov.uk	
17	Objections to the Relocation of the Bus Parking Places - Johnstone Terrace	25 August 2015	City Centre	Acting Director of Services for Communities Lead Officer: : John Richmond Senior Professional Officer 0131 469 3765 john.richmond@edinburgh.gov.uk	
18	Delivery of the Local Transport Strategy 2014-2019: Proposals for a pilot of on-street electric vehicle charging points in the Marchmont and Sciennes areas	25 August 2015	Meadows/Morningside	Acting Director of Services for Communities Lead Officer: Clive Brown, Project Officer, Strategic Planning 0131 469 3630 clive.brown@edinburgh.gov.uk	
19	Events in Edinburgh's Parks and Greenspaces	25 August 2015	City Centre	Acting Director of Services for Communities Lead Officer: David Jamieson Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and Lead Officer	Coalition pledges and Council
20	Craig Park Play Park	25 August 2015	Pentland Hills	Acting Director of Services for Communities Lead Officer: David Jamieson Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	
21	Roseburn to Leith Walk Cycle Route (Western Section) - Public Consultation	27 October 2015	Leith Walk	Acting Director of Services for Communities Lead Officer: Allan Hutcheon, Professional Officer 0131 469 3672 allan.hutcheon@edinburgh.gov.uk	
22	Marchmont to Kings Buildings Cycle Route - Objections to TRO	27 October 2015	Liberton/Gilmerton	Acting Director of Services for Communities Lead Officer: Callum Smith, Senior Professional Officer 0131 469 3592 c.smith@edinburgh.gov.uk	

Transport and Environment Committee 2 June 2015

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	17 March 2015	Public Bike Hire Scheme	To request a further report be brought to the Committee as soon as possible, and no later than October 2015, detailing the JC Decaux proposal and recommending a decision.	Acting Director of Services for Communities Lead Officer: Chris Brace, Project Officer (Cycling), Strategic Planning 0131 469 3602 chris.brace@edinburgh.gov.uk	27 October 2015		
2	17 March 2015	Decriminalised Traffic and Parking Enforcement in Edinburgh	To note that specific measures to tackle illegal parking would be included in the draft Parking Action Plan (PAP) to be considered by the Transport and Environment Committee on 25 August 2015.	Acting Director of Services for Communities Lead Officer: Gavin Brown, Parking Operations Manager 0131 469 3650 gavin.brown@edinburgh.gov.uk	25 August 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
3	17 March 2015	George Street Experimental traffic Regulation Order Mid Year review	To agree 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.	Acting Director of Services for Communities: Lead Officer: Iain MacPhail, City Centre Programme Manager 0131 529 7804 iain.macphail@edinburgh.gov.uk	November 2015	12 January 2016	
4	17 March 2015	George Street Experimental traffic Regulation Order Mid Year review	To note 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	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		Please see agenda Item 7.4 - George Street Experimental Traffic Regulation Order - Interim Cycle Lane Options 2015/16
5	17 March 2015	A71 Dalmahoy Junction Options Report	To agree to undertake a detailed design for the signalisation of the	Acting Director of Services for Communities Lead Officer: Iain Peat, Professional	15 March 2016		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.	Officer, Road Safety 0131 469 3416 iain.peat@edinburgh.gov.uk			
6	17 March 2015	Travel Discount Cards for Young Carers – Motion by Councillor Hinds	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	Acting Director of Services for Communities Lead Officer: David Lyon, Head of Service - Transport 0131 529 7047 david.lyon@edinburgh.gov.uk	TBC		Discussions have taken place between Lothian Buses and H&SC. If required, a report will be submitted to a future meeting of the committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
7	13 January 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		
8	13 January 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 0131 529 3494 john.bury@edinburgh.gov.uk	2 June 2015	Autumn 2015	
9	13 January 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	12 January 2016	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
10	13 January 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	Ongoing		
11	13 January 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		
12	13 January 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		
13	13 January 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.	Autumn 2015.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				uk			
14	13 January 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 its 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		Please see agenda Item 7.5 - Review of Tables and Chairs Summer Festival Trial in George Street
15	13 January 2015	Delivering the Local Transport Strategy 2014-19: Parking Action Plan Update	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. To note that the further report would include consultation with relevant	Acting Director of Services for Communities Lead officer: Andrew MacKay, Traffic Orders and Project Development Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	2 June 2015	25 August 2015	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			stakeholders, as before, and would investigate a range of options. The report would also include details of the legal implications.				
16	13 January 2015	Assessing Supported Bus Services	To present the outcomes of the assessment to Committee.	Acting Director of Services for Communities Lead Officer: Chris Day 0131 469 3568 chris.day@edinburgh.gov.uk	2 June 2015.	25 August 2015	
17	28 October 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.		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
18	28 October 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.		Please see agenda Item 7.11 – Dog Fouling Prevention Initiatives in Edinburgh
19	28 October 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	25 August 2015	
20	28 October 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		Please see agenda Item 7.2 - Delivering the Local Transport Strategy 2014-19: School Streets.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
21	28 October 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	12 January 2016		
22	26 August 2014	Seafeld Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement	To request a future report on the outcome of ongoing and requested research from elected members and LLRA on the issues of: <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 	Acting Director of Services for Communities Lead officer: Susan Mooney, Head of Service, Community Safety 0131 529 7587 susan.mooney@edinburgh.gov.uk	2 June 2015		Please see agenda Item 7.15 - Scottish Water Environment Consultations

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> • along with data on any exceedences of a 10 parts per billion of hydrogen sulphide over the past 5 years. 				
23	26 August 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.	Acting Director of Services for Communities Lead Officer: Kirsty Morrison, Community Safety, Strategic Manager 0131 529 7266 kirsty.morrison@edinburgh.gov.uk	2 June 2015		Please see agenda Item 7.12 - Update on Second Round of Noise Mapping
24	26 August 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	Acting Director of Services for Communities Lead Officer: David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	25 August 2015		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			surcharges for event organisers using the space.				
25	26 August 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.	Acting Director of Services for Communities Alasdair Sim, Interface Manager 0131 529 6165 alsadair.sim@edinburgh.gov.uk	2 June 2015	Autumn 2015.	
26	26 August 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	Acting Director of Services for Communities Len Vallance, Senior Professional Officer, Projects Development 0131 469 3629 len.vallance@edinburgh.gov.uk	2 June 2015		Please see agenda Item 7.3 - Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders
27	18 March 2014	Leith Programme (Foot of the Walk to Pilrig Street) – Traffic Regulation Order –	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	Acting Director of Services for Communities Anna Herriman, Partnership and Performance Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	2 June 2015	TBC	The action is dependent on external factors and funding would need to be

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Resources Committee to seek the required budgetary approval				addressed through a more detailed business case for tram extension; this will be revisited during 2015.
28	18 March 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.	Acting Director of Services for Communities Stuart Lowrie, Senior Professional Officer 0131 469 3622 stuart.lowrie@edinburgh.gov.uk	2 June 2015	Autumn 2016	The larger report on Assessing Subsidised Bus Services will be submitted to Committee on 25 August 2015. There is also a meeting to discuss Ratho Bus

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Services with local members on 3 June. If a report is still required this will be submitted by Autumn 2016
29	18 March 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.	Acting Director of Services for Communities Susan Mooney, Head of Service Community Safety and Libraries 0131 529 7587 susan.mooney@edinburgh.gov.uk	2 June 2015		Please see agenda Item 7.13 - Impact of the Increases to Fixed Penalty Notice Amounts
30	14 January 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.	Acting Director of Services for Communities John McFarlane, Road Services (Street Lighting) 0131 458 8037 john.mcfarlane@edinburgh.gov.uk	2 June 2015	25 August 2015	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
31	14 January 2014	Public Bowling Greens	<p>To approve in principle the process of investigating and agreeing alternative uses for each site.</p> <p>To note the intention to submit a further report on the outcome of this work.</p>	<p>Acting Director of Services for Communities David Jamieson, Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk</p>	2 June 2015	25 August 2015	
32	27 August 2013	Public and Accessible Transport Action Plan – Report on Consultation	<p>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.</p>	<p>Acting Director of Services for Communities Lead Officer: Chris Day, Project Officer 0131 469 3568 chris.day@edinburgh.gov.uk</p>	2 June 2015	9 June 2015	<p>Update to Corporate Policy and Strategy Committee.</p> <p>Stage 2 of the Community and Accessible Transport Review has now commenced.</p> <p>An update on this will be submitted to the Corporate Policy and Strategy Committee</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							on 9 June 2015.
33	27 August 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.	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		Please see agenda Item 7.3 - Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission
34	04 June 2013	Public Realm Strategy Annual Review 2012-13	To agree to a review of the Public Realm Strategy.	Acting Director of Services for Communities Lead Officer: Karen Stevenson, Senior Planning Officer 0131 469 3659 karen.stevenson@edinburgh.gov.uk	2 June 2015	27 October 2015	This review of the Public Realm Strategy will be submitted to the Planning Committee (6 August 2015) and will be referred to a future

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							meeting of the Transport and Environment Committee (27 October 2015)
35	19 March 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.	Acting Director of Services for Communities Lead Officer: Ian Buchanan, City Centre & Leith Neighbourhood Manager (operations) 0131 529 7524 ian.buchanan@edinburgh.gov.uk	2 June 2015	Spring 2016	
36	19 March 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.	Acting Director of Services for Communities Lead Officer: 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	25 August 2015		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
37	19 March 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.	Acting Director of Services for Communities Lead Officer: 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	Autumn 2015	
38	15 January 2013	Automated Recycling Points	To provide a further report once the findings of the Zero Waste Scotland pilot became known.	Acting Director of Services for Communities Lead Officer: Angus Murdoch, Strategy and Recycling Officer 0131 469 5427 angus.murdoch@edinburgh.gov.uk	Winter 2015		

Transport and Environment Committee

10 am Tuesday 2 June 2015

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

Transport and Environment Committee

Convener:	Members:	Contacts
<p data-bbox="167 436 414 515">Convener Cllr Lesley Hinds</p>  <p data-bbox="167 907 422 974">Vice- Convener Cllr Adam McVey</p> 	<p data-bbox="598 421 981 963">Councillor Robert Aldridge Councillor Nigel Bagshaw Councillor Gavin Barrie Councillor Chas Booth Councillor Deidre Brock Councillor Karen Doran Councillor Nick Gardner Councillor Bill Henderson Councillor Allan Jackson Councillor Karen Keil Councillor Mark McInnes Councillor Joanna Mowat Councillor Ian Perry</p>	<p data-bbox="1085 421 1364 537">Marie Craig Business Manager ☎ 0131 529 7739</p> <p data-bbox="1085 582 1364 705">Jemma Blackwood Business Manager ☎ 0131 529 3473</p> <p data-bbox="1085 750 1380 869">Stuart McLean Committee Services ☎ 0131 529 4106</p> <p data-bbox="1085 913 1380 1030">Lesley Birrell Committee Services ☎ 0131 529 4240</p>

Recent News	Background
<p>Transport Charter Progress Report</p> <p>The Health Social Care and Housing Committee (21/04/15) considered the Transport Charter Progress Report . The Committee approved the recommendations in the Acting Director of Services for Community’s report and referred the report to the Transport and Environment Committee for information.</p>	<p><u>For further information:</u></p> <p>Susan Mooney, Head of Service – Community Safety.</p> <p>0131 529 7587</p>

Forthcoming Activities:

None

Recent News	Background
<p>Transport for Edinburgh Proposed Annual Performance Report</p> <p>It is proposed to present a Transport for Edinburgh Annual Performance report to the Transport and Environment Committee on 25 August 2015. The report will set out and recommend for approval a work plan and targets moving forward, provide a business and performance review of Lothian Buses and Edinburgh Tram Limited for 2014 and give an update on performance against the current year’s plan and budget. The report will also highlight, explain and discuss current key issues.</p>	<p><u>For further information:</u></p> <p>Ewan Kennedy, Policy & Planning Manager</p> <p>0131 469 3575</p>

Forthcoming Activities:

None

Recent News	Background
<p>Policing Scotland Service Level Agreement 2015/16</p> <p>The Police and Fire Scrutiny Committee (01/05/15) considered a performance update on the Police Scotland Service Level Agreement 2014/15. The Committee agreed to refer the report to the Transport and Environment Committee for information and to reconvene the SLA Working Group to consider revised Key Performance Indicators for the 2015/16 agreement.</p>	<p><u>For further information:</u></p> <p>Susan Mooney, Head of Service – Community Safety</p> <p>0131 529 7587</p>

Forthcoming Activities:

None

Recent News	Background
<p>Procurement of Electric Vehicles</p> <p>The Council has received 15 new electric vehicles that are in the process of being commissioned. This investment, made with the assistance of gap funding from the Scottish Government, more than doubles the Council's electric fleet. This represents just over 3% of the current council fleet which meets a target for alternatively fuelled vehicles set for 2018. With no emissions at point of use, these vehicles demonstrate the Council's commitment to improving air quality within the city. We are now the second largest user of electric vehicles in the Public Sector in Scotland.</p>	<p><u>For further information:</u></p> <p>Stephen Madden – Fleet Services Manager 0131 347 1902</p>

Forthcoming Activities:

None

Recent News	Background
<p>Reinstatement Framework</p> <p>The Parks Events Manifesto requires that officers aim to return any areas damaged by event use to their original condition in the minimal timescale and by using a reinstatement bond or equivalent sum. A commitment was made to inform the Committee of the outcome of discussions with Corporate Procurement Services (CPS) with regard to a reinstatement framework for these works. CPS has confirmed that the Public Contracts Scotland Quick Quote system, which allows work up to the value of £50,000 to be purchased, is the most cost effective and quickest means of engaging specialist contractors for reinstatement works. There are no recent examples of any reinstatement works costing above £50,000 (the most expensive reinstatements being for East Princes Street Gardens at £30,678 in 2013 and £20,820 in 2014), therefore it would not be anticipated that reinstatement works would be required which could not be procured through the Quick Quote system.</p>	<p><u>For further information:</u></p> <p>Jim Hunter, Acting Head of Service – Environment 0131 469 5342</p>

Recent News

Background

It is therefore anticipated that reinstatements can proceed more quickly subject to weather and growing conditions.

Forthcoming Activities:

None

Recent News

Background

Edinburgh Local Access Forum - Recent & Forthcoming Path Works

There have been a number of path improvement projects taking place across the city. The following outline some of these:

A total of 649m of paths at Burdiehouse Burn Valley Park were upgraded to tarmac from



aggregate. Edinburgh and Lothian's Greenspace Trust project led and delivered this £104,000 project behalf of the Council.

Final snagging aspects are now in process of being resolved, and below are before and after pictures to illustrate the improvements.

Approximately £40,000 was provided by the Cycling Revenue Project Bank to the Natural Heritage Service to carry out improvements to paths. These funds were spent on the following;

- installation of bollards at Cramond, to prevent unauthorised motor vehicle access onto the promenade;
- work on two paths within the Pentland Hills Regional Park, one from Threipmuir car park beside Redford Wood (towards Bavelaw) and the track from Threipmuir car park to Threipmuir Reservoir. Sections of these paths had gotten very muddy and wet and now are surfaced and drained
- the appointment of a path consultant to produce a path survey, specification and estimates of cost for four paths totalling approximately 7km

For further information:

Jenny Hargreaves – Acting Natural Heritage Service Manager

0131 529 2405

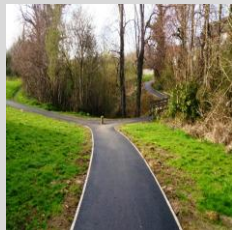
Recent News

Background

- the section of the Water of Leith Walkway from Balgreen to Westfield foot bridge had minor improvements, path scraping, vegetation cut back, and a short link section on desire area formalised
- the Hermitage of Braid and Blackford Hill had repairs and improvements including path scraping, infilling of potholes and re-grading and the replacement and painting of speed bumps along driveway to improve safety
- Craigmillar Castle Park had 420m of aggregate path refurbishment and the installation of a 2 way gate.

The Natural Heritage Service continues to work with a range of volunteer groups with last year's figures totalling 1899 volunteers doing 10270.75 hours across our Natural Heritage Sites. One group, the Ramblers Scotland, came out again to the Pentland Hills Regional Park and put in five sleeper bridges and drainage on the path between Listonshiels and West Rigg. This path along with the Borestone is part of the Scottish National Trail devised by outdoors writer and broadcaster Cameron McNeish.

As we are now coming into the growing season, forthcoming works include vegetation control for the coming months to ensure that routes are kept open and accessible. In addition, we will continue to look for any available funding that we are eligible for.



Forthcoming Activities:

None

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

Mortonhall Memorial Options: Summary review of responses

Item number	7.1
Report number	
Executive/routine	
Wards	All

Executive summary

This report provides Committee with an update on progress made on developing fitting memorials for babies and families affected by historical practices at Mortonhall Crematorium.

As suggested by affected parents, four initial garden designs were developed for Mortonhall and made available for consultation throughout February 2015. The results from this survey have now been analysed and a favoured option has emerged based on feedback from those affected parents who responded.

The Council's Chief Executive's Multi-Agency Working Group continues to have oversight of the improvement programme, and was asked to consider this consultation response on 13 March 2015. The outcome from the consultation process and the views of affected parents are presented to Committee for endorsement.

Links

Coalition pledges	P27
Council outcomes	CO24 , CO26
Single Outcome Agreement	SO2 , SO4

Mortonhall Memorial Options: Summary review of responses

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 notes the summary of consultation results on memorial garden options at Mortonhall, attached as Appendix 1 to this report;
- 1.2 notes the selection made by affected parents of the initial design Option 2 (Walled Circular Water Garden) as the basis of the final design that will be taken forward through procurement; and
- 1.3 notes progress currently underway on consultation with affected parents on the location of an alternative second memorial.

Background

- 2.1 The Council has continued to work collaboratively with affected parents, Stillbirth and Neonatal Death Society (SANDS) Lothians and Simpsons Memory Box Appeal (SiMBA) in regards to the design and location of a fitting memorial to babies affected by historical practices.
- 2.2 Following a survey of parents in September 2014 on the location and design of memorials, a meeting was held on 26 November 2014 by SANDS Lothians and SiMBA, supported by the City of Edinburgh Council, to consider the feedback received. Approximately 40 parents attended and others provided input in advance by email.
- 2.3 It was agreed at the meeting, that three or four initial designs be developed for the Mortonhall site and be published online for consultation with affected parents as it was acknowledged that not everyone could attend a night time meeting. It was also agreed that the designs would be based on the views expressed by those who responded to the survey.

- 2.4 It was recognised that a number of parents would not wish to return to Mortonhall, but as several parents felt that this was the last place they had left their baby, it was agreed that this would be an appropriate place for one memorial. It was also agreed that an alternative memorial should also be developed in another location to respect and reflect these different views, and to enable parents to visit a different location if they preferred.

Main report

- 3.1 The Mortonhall Action Team has been working closely with independent garden landscape designers to develop a range of initial garden design options, which were presented to the Chief Executive's Multi-Agency Working Group on 16 January 2015. These were well received by this group, however it was recognised that the decision around options for creating a fitting memorial must lie with affected parents.
- 3.2 Feedback from affected parents has informed the subsequent work from designers in order to reach an agreed design of garden tailored to both the expectations of parents and to the specific locations. Following advice from the Council's Procurement Team, three garden designers were invited to produce initial designs based on the feedback received from parents. Two of these designers thereafter developed designs based on feedback received from parents, and submitted a total of four design options to present to parents.
- 3.3 These initial designs were available to parents throughout February 2015 via an online survey and on paper by request. A series of consultation events was jointly planned and hosted by SANDS Lothian, SiMBA and the Council. A joint letter to parents outlining details of these engagement opportunities is included in Appendix 2.
- 3.4 The initial design options presented to parents were as follows:
1. Design 1 (Circular garden and benches)
 2. Design 2 (Walled circular water garden)
 3. Design 3 (Water garden and sheltered bench)
 4. Design 4 (Semicircular garden and benches)
- A copy of these designs, together with the supporting information provided to parents, is attached as Appendix 3.
- 3.5 Throughout February 2015, affected parents were invited to indicate their preference as to which option most closely matched their idea of a suitable memorial garden design. Participants were asked to rank their preferred design on a scale of 1 to 4, where 1 indicated their most favourite option and 4 their least favourite.

- 3.6 In order to prioritise the views of affected parents and families, those completing the survey were asked to confirm whether they were a parent or family member affected by historical practices, or whether they were personally or professionally concerned or interested in the Mortonhall memorial for other reasons. This also provided any parents who had not previously come forward to engage with support providers or the Council with an opportunity to participate.
- 3.7 This consultation process ended on 28 February 2015. A total of 50 completed responses were received, of which, all but one individual were from affected parents. The results of this consultation have been analysed by the Mortonhall Action Team, supported by the Council's Business Intelligence Team, and an outline of the responses is attached as Appendix 1.
- 3.8 By focusing on first and second choice selections made by participants, it is possible to gain a clear idea of the preferred choices:
- **Design 2** received the greatest number of votes, with 18 selecting this as first choice, 14 as second choice;
 - **Design 3** was the next preferred option with 14 selecting this as first choice and 13 as second choice;
 - **Design 1** received 11 votes as first choice and 12 as second choice; and
 - **Design 4** received 7 votes as first choice and 8 as second choice.
- 3.9 Parents were also invited to make individual comments. Themes that emerged from these comments were broadly as follows:
- A strong desire that babies' names be individually recorded in some way, such as a memorial tree or plaques;
 - Favouring of sense of seclusion and privacy, also providing reassurance that risk of vandalism will be actively managed and reduced;
 - Favouring of designs that encouraged positive thoughts, contemplation and tranquillity;
 - Favouring of designs that placed emphasis on wildlife and natural environment;
 - Support for the water garden elements, although some parents expressed concern that this element would create longer-term maintenance challenges;
 - Suggestion that elements in some individual designs could be incorporated in others to create a more bespoke approach;
 - Concern that the location of the garden would disturb any ashes buried in Mortonhall; and
 - Appreciation for the work of the designers and the appropriateness of the initial designs.

- 3.10 The feedback from parents was submitted to the Chief Executive's Multi-Agency Working Group on 13 March 2015 for review and discussion. The Group deliberated on the views expressed by parents and agreed to endorse the preferred design option based on their feedback. The Committee is asked to accept the recommendation of the Chief Executive's Working Group to endorse the selection of garden **Design 2** (Walled circular water garden) as the agreed design for Mortonhall.
- 3.11 To ensure the garden design continues to correspond to the aspirations of affected parents, the City of Edinburgh Council will continue to work closely with parents and designers to ensure that the garden creates a high quality, unique and memorable space with a sense of peace and dignity. Parents have also been invited to become involved in a smaller focus group allowing for closer dialogue with designers around the development of the space.
- 3.12 It is expected that positive progress on the procurement and implementation phase for the Mortonhall memorial will facilitate an autumn 2015 completion date. Planning colleagues had advised that the memorial would not require a formal planning application.
- 3.13 As previously reported to the Council's Corporate Policy and Strategy Committee, an offer of dedication has been received from the Church of Scotland Social and Community Interests Committee offering to rededicate land, should this be desired. In addition, this discussion identified further potentially important opportunities for dialogue with multi-faith communities across the City, to ensure that any actions currently being progressed are inclusive of all cultures and beliefs.
- 3.14 Close work with parents and the local team onsite at Mortonhall has ensured that the design brief supplied to designers will ensure long term sustainability and ease of future maintenance, and that each memorial will reflect the nature of its surroundings and context in terms of design and materials used. Designs will also take account of existing land conditions, services, traffic levels and other relevant factors.

Alternative memorial locations

- 3.15 It was also requested by parents that further work be carried out to develop memorial options, where possible in one of the range of locations suggested. As requested by parents, the City of Edinburgh Council undertook to produce a list of pros and cons for each site, together with an indication if each site could be developed for this use. Initial options featuring a range of images of each suggested location, together with more detailed site information, were presented to parents during a meeting at Murrayfield Stadium on 11 February 2015. This was subsequently shared more widely via a further survey during March 2015, and the results of this engagement will be made available to

Committee on conclusion of the consultation. A copy of this consultation material is included as Appendix 5.

- 3.16 Ongoing dialogue with the Council's Parks and Green Space Team will ensure that, in taking forward the development of any memorial, the Council will take into account factors such as access, site geography and patterns of use. It is also important to consider other existing activities on any proposed site, such as sports and games, to ensure that we are able to deliver the quiet and tranquil atmosphere that many parents have requested.

Measures of success

- 4.1 Completion of a sensitively designed, well maintained Memorial Garden at Mortonhall and one alternative location within agreed timescales and to the satisfaction of affected parents, as identified in the Mortonhall Action Plan Update of June 2014.

Financial impact

- 5.1 Advice from procurement and the design team indicates that to deliver two memorials at Mortonhall and an alternative location in the city, initial design cost are in the region of £250,000, the Mortonhall design will go through a value engineering and Quantity Surveyor review. The location for the alternative memorial is yet to be agreed with affected parents. The site chosen will inform the nature and type of memorial development. It is intended that further detail on this will be included in the report to Full Council on 25 June 2015.

Risk, policy, compliance and governance impact

- 6.1 The memorial options will be delivered with clear oversight from the Council's Chief Executive and within a strong governance framework, and a published action plan incorporating clearly delineated milestones and responsible parties identified.

Equalities impact

- 7.1 The activities listed in this report will contribute to a significant enhancement of rights, particularly in relation to Health, Individual, Family and Social Life, Participation, Influence and Voice, and Productive and Valued Activities.

Sustainability impact

- 8.1 Any change to the landscape at Mortonhall will be fully discussed and agreed with the relevant agencies and with the necessary consents in place, to ensure compliance with all relevant legislation.

Consultation and engagement

9.1 Affected parents have been prioritised as the primary contributors in this process, whose views are paramount in determining the final design of the memorial at Mortonhall. Ongoing engagement with affected parents, parent representative bodies SANDS Lothians and SiMBA, the Mortonhall staff team and any other individuals with a personal or professional interest in the development of a memorial, will ensure that the final design is a fitting memorial to those babies and families affected by historical practices.

Background reading/external references

None

Sue Bruce

Chief Executive

Contacts: Natalie McKail, Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager

Email: natalie.mckail@edinburgh.gov.uk | Tel: 0131 529 7300

Ewan McCormick, Mortonhall Action Team Programme Manager

Email: ewan.mccormick@edinburgh.gov.uk | Tel 0131 529 7300

Links

Coalition pledges	P27 - Seek to work in full partnership with Council staff and their representatives
Council outcomes	CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 Mortonhall Garden Options Survey Analysis Appendix 2 Letter to parents outlining details of memorial engagement opportunities Appendix 3 Design Options for Mortonhall Gardens Appendix 4 Alternative Locations Survey Material

Broad outline

Total of 50 completed responses received of which 90% identified as affected parents.

Not all respondents answered every question.

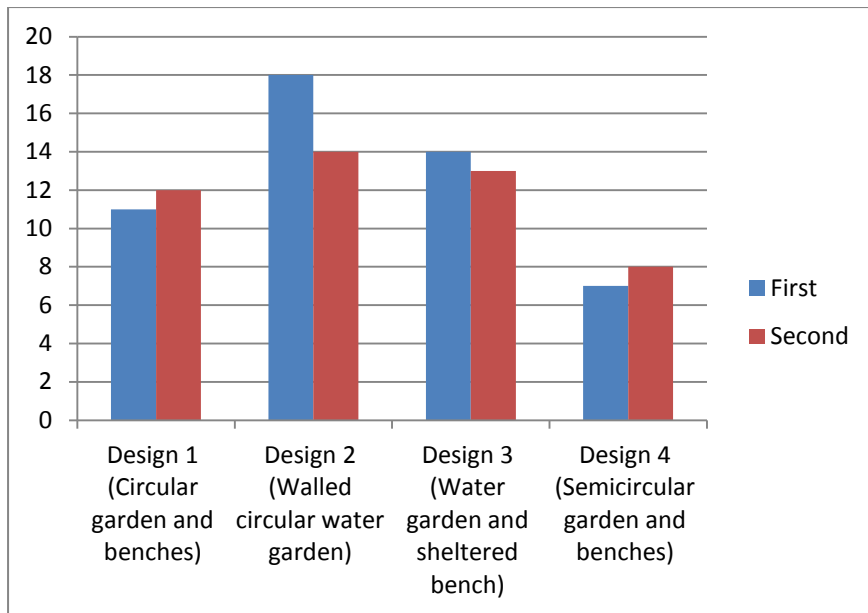
	First	Second	Third	Fourth	Total
– Design 1 (Circular garden and benches)	23.91% 11	26.09% 12	34.78% 16	15.22% 7	46
– Design 2 (Walled circular water garden)	36.73% 18	28.57% 14	20.41% 10	14.29% 7	49
– Design 3 (Water garden and sheltered bench)	30.43% 14	28.26% 13	19.57% 9	21.74% 10	46
– Design 4 (Semicircular garden and benches)	15.22% 7	17.39% 8	21.74% 10	45.65% 21	46

Preferred design

Participants were asked to rank their preferred design on a scale of 1 to 4, which 1 indicating their most favourite option and 4 their least favourite.

By focusing on first and second choice selections made by participants, we can gain a clear idea of the most popular choices.

- **Design 2** received the greatest number of Votes, with 18 selecting this as first choice, 14 as second choice;
- **Design 3** was the next most popular option with 14 selecting this as first choice and 13 as second choice;
- **Design 1** received 11 votes as first choice and 12 as second choice; and
- **Design 4** received 7 votes as first choice and 8 as second choice



Individual feedback from parents

Themes that emerged from individual comments posted by parents were broadly as follows:

- A strong desire that babies' names be individually recorded in some way, such as a memorial tree or plaques
- Favour of sense of seclusion and privacy, also providing reassurance that risk of vandalism will be reduced
- Favour of design that encouraged positive thoughts, contemplation and tranquillity
- Favour of designs that placed emphasis on wildlife and natural environment
- Support for the water garden elements, although some parents expressed concern that this element would create longer-term maintenance challenges
- Suggestion that elements in some individual designs could be incorporated in others to create a more bespoke approach
- Concern that the location of the garden would disturb any ashes buried in Mortonhall
- Appreciation for the work of the designers and the appropriateness of the initial designs



Dear

We are writing to update you on progress towards creating fitting memorialisation for babies affected by historical practices at Mortonhall Crematorium.

As you will be aware, a survey of affected parents was carried out in 2014. This resulted in a wide variety of views being expressed and a meeting was held on 26 November 2014 at Murrayfield Stadium by SANDS Lothians and SiMBA, supported by the City of Edinburgh Council, to consider memorialisation options. Approximately 40 parents attended, and others responded by email.

At this meeting parents were given;

- a report on the results of the survey
- a collection of design images from memorial gardens elsewhere in Scotland
- photographs sent in by parents, of individual mementos as suggestions for memorialisation.

Some parents who couldn't attend had their views read out at the meeting.

A variety of opinions were expressed during a wide ranging discussion. These included the location and nature of the memorial, the need to ensure it was of a high quality and well maintained, and how quickly progress should be made.

It was recognised that a number of affected parents would not wish to return to Mortonhall but a number of parents also felt that as this was the last place they left their baby it would be an appropriate location for a memorial. It was therefore agreed that an alternative memorial should also be developed in order to respect and reflect these different views.

It was agreed by parents attending the meeting that one of these memorials should be located within the grounds of Mortonhall. It was also agreed that further work be carried out to develop memorial options, where possible, in one of the range of alternative locations suggested by parents.

Parents discussed the type of memorials which could be developed. It was suggested that three or four designs be developed for the Mortonhall site and be published online for consultation with parents, recognising that not all affected

parents can attend a meeting. It was agreed that the designs would be influenced by the views expressed by parents who responded to the survey.

The City of Edinburgh Council, on behalf of affected parents, SANDS Lothians and SiMBA have been in close discussion with a number of landscape designers, who have produced a range of initial design options for a memorial garden at Mortonhall.

We would like to make sure that everyone has a chance to voice their thoughts, so have arranged a variety of ways in which parents can view and comment on the designs if they wish. In each of these, parents will be given the opportunity to indicate which of the options most closely matches their idea of a suitable memorial garden design.

In person

Parents will be able to view and comment on these first stage designs at any of the following locations and times:

- **SANDS Lothian Offices, Craiglockhart Centre, 177 Colinton Road, Edinburgh**, at the following times:
 - Tuesday 3rd February until Thursday 5th February 2015, 9.30am-2.30pm
 - Tuesday 10th February until Thursday 12th February 2015, 9.30am-2.30pm

Should parents wish an evening viewing, please call and discuss this on 0131 622 6263, or email nicola@sands-lothians.org.uk.

SANDS Lothian staff will be available if needed to provide support.

- **SANDS Lothian Office, Craigsfarm, Maree Walk, Craigshill, Livingston** at the following times:
 - Monday 9th February 2015, 7.00-9.00pm. Please email nicola@sands-lothians.org.uk if you need any more information.

SANDS Lothian staff will be available if needed to provide support.

- **SiMBA Offices, Dalmatian House, Spott Road, Dunbar** on the following dates:
 - Between 2nd February and 28th February 2015, Monday-Friday 9.00am-5.00pm, evenings or weekends by arrangement.

Please call in advance to arrange to view the designs (01368 860141) or email team@simbacharity.org.uk

- **Dalkeith Arts Centre, 2 White Hart St, Dalkeith** on the following dates:

- Tuesday 10th February between 2.00pm and 6.00pm

Please be aware that there will be no staff from SANDS Lothian, SiMBA or City of Edinburgh Council at this session, however information and support materials will be available.

- **Royal Infirmary of Edinburgh Chaplaincy Sanctuary** at the following times:
 - Between 2nd February and 28th February 2015 from 6.00pm-8.00pm.

Please call in advance to arrange to view the designs (0131 242 1990). Staff will be available to provide support if needed.

- **Pendolino Room, City Chambers, High Street Edinburgh** at the following times:
 - Between 2nd February and 6th February 2015, from 9.00am-5.00pm Please call in advance to arrange to view the designs (0131 529 7300) or email mortonhallenquiries@edinburgh.gov.uk. Staff will be available to provide information if needed.

Online

These designs will be available to view and comment between **31st January** and **28th February 2015**. at the following link

<https://www.surveymonkey.com/s/mortonhall>

The City of Edinburgh Council Mortonhall Investigation webpage also includes a more general update on progress against the recommendations of the Dame Elish investigation report. It is planned that this information will be refreshed on 30th January 2015 to take account of this additional information.

You can also access the survey via the SANDS Lothian and SiMBA Facebook pages. Please contact SANDS Lothian and SiMBA using the contact details above.

The result of this further feedback from parents will then inform the design of the actual garden which will be developed at Mortonhall, and will allow the City of Edinburgh Council to move into a formal procurement process for this work. To support this process our designers hope to work with a focus group of parents to ensure that the garden creates a high quality, unique and memorable space with a sense of peace and dignity.

If you are interested on being part of this group and representing other parents in this regard, you can state this at one of the drop in sessions, or by contacting us at any of the phone numbers or email addresses below.

We are working closely with CEC colleagues, agencies and partners to identify a site for the second memorial, where possible taking into account the locations that

affected parents suggested in the survey, and will keep you updated with progress. The range of alternative locations suggested by parents included, for example, Lauriston Castle or a location near the Royal Infirmary.

At the previous meeting in August 2014, the Royal Botanic Gardens in Edinburgh had been suggested as a potential location for a memorial. The RBGE has however noted, with deepest regret, that this would not be possible. Parents suggested that contact be made with the other suggested sites to establish if a memorial would be possible. This work is now underway and includes approaching landowners of a variety of sites suggested by parents, to assess their readiness to host memorials on their land.

Ongoing dialogue with the City of Edinburgh Council Parks and Green Spaces Team will ensure that in taking forward the development of any memorial we take into account factors such as access, site geography and patterns of use. It is also important to take into account other existing activities on any proposed site, such as sports and games, to ensure that we are able to deliver the quiet and tranquil atmosphere that many parents asked for.

We recognise that progress needs to be made as quickly as possible and will continue to consult and work with affected parents, bearing in mind the emotional impact of the Dame Elish investigation report.

A follow-up meeting for affected parents will be held at **Murrayfield Stadium, Edinburgh**, on **Wednesday 11th February 2015, 7.00-9.00pm**. Support will be provided by representatives from SANDS Lothian, SiMBA and City of Edinburgh Council.

If you are unable to attend any of these sessions, and are unable to use the online option, please contact either:

Sands Lothian info@sands-lothiansorg.uk or 0131 622 6263

SiMBA team@simbacharity.org.uk or 01368 860141

Natalie McKail natalie.mckail@edinburgh.gov.uk or 0131 529 7300

Yours Sincerely

Nicola Welsh
SANDS Lothians
Council

Sara Fitzsimmons
SiMBA

Natalie McKail
City of Edinburgh

Mortonhall Memorial Survey

SANDS Lothians and SIMBA, supported by the City of Edinburgh Council, are currently working with affected parents around the design and location of a fitting memorial for those babies and families affected by historical practices at Mortonhall Crematorium.

A survey on memorial options completed by affected parents in October 2014 resulted in a wide variety of views. Following on from this survey, a meeting was held on 26 November 2014 at Murrayfield Stadium by SANDS Lothians and SiMBA, supported by the City of Edinburgh Council, where parents attending considered the survey feedback and discussed memorial options. This included the location and nature of any memorial, the need to ensure it was of a high quality and well maintained, and how quickly progress should be made.

In terms of the location, it was recognised that a number of affected parents would not wish to return to Mortonhall, but a number of parents also felt that as Mortonhall was the last place they left their baby it would be appropriate for a memorial. It was therefore agreed that two memorials should be developed, in two different locations, in order to respect and reflect these different views. One of these will be within the grounds of Mortonhall, and further work will be carried out to develop memorial options in one of the alternative locations suggested by parents.

The City of Edinburgh Council, on behalf of affected parents, SANDS Lothians and SiMBA have been in close discussion with a number of landscape designers, who have produced a range of initial design options for a memorial garden at Mortonhall based on the views of parents. As agreed by parents at the above meeting these are now being made available for feedback from all affected parents and families.

Through this short survey you will be given the opportunity to view four initial garden design options for the grounds at Mortonhall, and to indicate your preference as to the option which most closely matches your idea of a suitable memorial garden design

If you have completed the survey please fold over and place in sealed box, or if you prefer you can return the completed survey by post to the City of Edinburgh Council using the stamped addressed envelope provided.

Online

These designs are also available to view and comment between **29 January** and **28 February 2015**. at the following link <https://www.surveymonkey.com/s/mortonhall>

Please note that if you have completed a paper version of the survey you do not need to complete online, and vice versa.

What happens next?

The result of this further feedback from parents will then inform the design of the actual garden which will be developed at Mortonhall, and will allow the City of Edinburgh Council to move into a formal procurement process for this work.

Alternative memorial

We are working closely with CEC colleagues, agencies and partners to identify a site for the second memorial, where possible taking into account the locations that affected parents suggested in the survey, and will keep you updated with progress.

Work is now underway on this and includes approaching landowners of a variety of sites suggested by parents, to assess their readiness to host memorials on their land.

In taking forward the development of any memorial we will take into account factors such as access, site geography and patterns of use, and existing activities on any proposed site, such as sports and games, to ensure that we are able to deliver the quiet and tranquil atmosphere that many parents asked for.

We recognise that progress needs to be made as quickly as possible and will continue to consult and work with affected parents, bearing in mind the emotional impact of the Dame Elish investigation report.

Getting involved

To support this process our designers hope to work with a focus group of parents to ensure that the garden creates a high quality, unique and memorable space with a sense of peace and dignity.

If you are interested on being part of this group and representing other parents in this regard, you can state this at one of the drop in sessions, or by contacting us at any of the phone numbers or email addresses below.

SANDS Lothians info@sands-lothians.org.uk or 0131 622 6263

SiMBA team@simbacharity.org.uk or 01368 860141

Natalie McKail natalie.mckail@edinburgh.gov.uk or 0131 529 7300

Design 1 - Circular garden and benches

Notes from the designer

The overall concept of this design is based on the “mandala” symbol.

This symbol is almost always a circle -sometimes with a square inside it -and usually with other circles contained within.

The mandala and its variations are used in many beliefs and spiritual contexts across the world. The main circle is generally used to represent the Universe and the idea is that the space within the circle is a place of reflection, peace and contemplation.

As well as being used as a motif to represent the Universe, the Circle is often used to symbolise the everlasting -having no end -and is often used as a representation of the Sun or Moon. This makes it an incredibly simple but powerful shape/symbol for a memorial garden such as this.

The outer edge of the circle has been designed to incorporate some form of hedge and/or a line of trees/planting/land form to create a sense of enclosure and inward reflection. As well as a central feature, such as a tree of remembrance or a water feature, there are several smaller enclosed areas which will create more private and contemplative spaces for parents and families to reflect.

Included with the design are some photographs of features, planting and hard landscaping suggestions which will help to convey a greater understanding of the design, colours, shapes and style which the garden could take.

Design 2 - Walled circular water garden

Notes from the designer

The preliminary sketch of the proposed design is shown through a clipped beech hedge leading to the columbarium. The existing block pathway has been extended to lead you into an enclosed circular space to provide parents with a private and peaceful place for personal contemplation.

The circular garden is created by a stone wall which is softened into the landscape by beech hedge frame. This compliments the existing beech hedges found nearby. A linear beech hedge guides you into the space which opens out to a circular water garden full of aquatic plants. If parents and visitors would like to stop and spend some time to reflect and appreciate the surroundings they will find plenty of seating sweeping round the garden boundary.

The enclosed space has been designed to be welcoming and not claustrophobic with a wall height that allows the viewer to look over and see the grounds beyond. If privacy or shelter, is wanted this can be achieved by simply sitting down. Once seated, visitors will feel completely sheltered.

The water plantings will flourish on shallow, submerged shelves around the pond edges. The centre of the pond can be in deeper water if parents would like water lilies. Water lilies will flower well with the open, south-facing aspect of the garden. Rocks have been placed amongst the plants for sculptural interest and to aid the movement of wildlife in and out of the water.

Rocks can also be engraved, perhaps with a dedication. There are other areas where dedications can be presented. In the wall above the seating, either side of the stone pillar entrance or perhaps as part of the stone seat.

The simple, clean lines of this memorial garden compliment Sir Basil Spence's contemporary design of Mortonhall Crematorium, an A-listed building and the memorial garden beech hedge 'coat' anchors the whole design sympathetically into the wider environs.



Design 3 - Water garden and sheltered bench

Notes from the designer

The preliminary sketch of the proposed design is shown from the suggested entrance to the garden -through a clipped beech hedge leading to the columbarium. The existing block pathway has been extended to lead you on to the new memorial garden. The main focal point is a simple, wave-shaped shelter and bench, complimented by a tear-drop shaped water garden to provide parents with a private and peaceful place for personal contemplation.

Plantings around the water garden have a natural but stylised look, similar to those found round the pond, near the East Gate, at the Royal Botanic Garden Edinburgh. There will be year-round interest with primulas in spring, astilbes in summer, rogersias in autumn and plumes of Miscanthus grasses in winter. In the pond are dancing metal dragonflies. Adult dragonflies are beautiful things and their short, yet significant, lives remind us of the reason why this memorial garden is being created.

The roof of the memorial shelter is a wildflower and sedum turf roof and creating a wonderful flower source from nectar-loving insects like butterflies. Its range of colours is lovely, natural and organic and it will work well with the environs of Mortonhall and the shelter walls of Corten steel. It can be viewed as you look down from the commemorative book and the vista from the cross.

The garden has been designed to offer privacy from nearby houses and the crematorium. Its south-facing orientation and curved structure means the seating area makes the most of its position. The seating has been designed to be a beautiful and practical piece of tactile furniture and the wooden slats can be engraved with a personal dedication if parents wish.

The south facing wall and roof of the shelter is made of corten steel in sheets so the shadow gap creates a pleasing pattern. Corten steel creates a warm, natural look and its watertight coating weathered over six months forms a striking russet appearance which then requires no maintenance. With the gradient change in the area of this new garden corten steel could also edge the pond. The back of the shelter is faced with Caithness stone.

The Caithness stone wall could be appropriate location to have an official dedication, in engraved Caithness stone, leaving the inside of the shelter to be a more private area for parents.

The simple, clean lines of the memorial garden complement the Sir Basil Spence's contemporary design of Mortonhall Crematorium, an A-listed building. Corten walls echo existing beech hedges when they are an organic orange-brown colour in winter.



Design 4 - Semicircular garden and benches

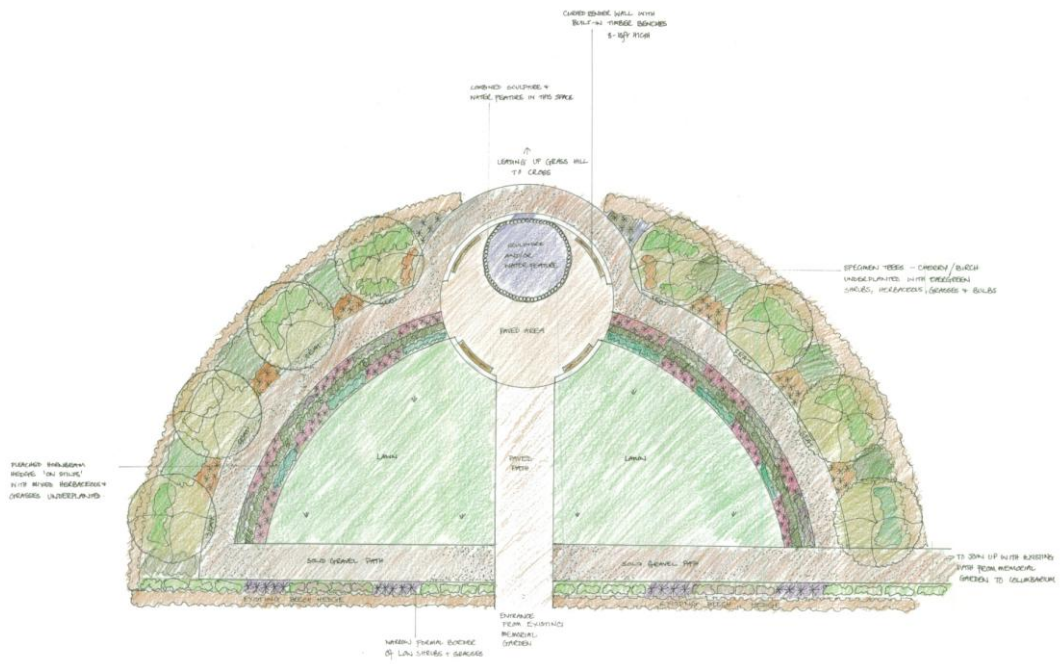
Notes from the designer

This second design concept is based around an expansive fan shape and has been used to echo the contours and features already existing in the surrounding landscape of Mortonhall. The orientation of this garden would be towards the cross sited on the hill above the proposed site of the memorial garden.

Once again a sense of enclosure has been created using trees, hedges, walls and planting. Although the shape of the garden suggests expansiveness and nods towards the outer landscape, there is also a strong sense of enclosure and inward focus, particularly towards the proposed memorial wall/sculpture/water feature.

Some more secluded seating areas have been located throughout the garden, as well as in the open areas around the central feature.

Included with the design are some photographs of features, planting and hard landscaping suggestions which will help to convey a greater understanding of the design, colours, shapes and style which the garden could take.



Arthurs Seat & Holyrood Park

(Not owned by the City of Edinburgh Council)

Pros	Cons
<ul style="list-style-type: none"> • Central Location • Scenic 	<ul style="list-style-type: none"> • Managed by Historic Scotland • Initial informal discussions indicate that unlikely that permission would be given for memorial • Limited access

Images of Arthurs Seat and Holyrood Park are available [here](#)

Blackford Hill & Blackford Pond

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none"> • Scenic • Bus route • Maintained • Stunning views • Requested in survey • Seating • Parking 	<ul style="list-style-type: none"> • wild and windblown • Limited access to public toilets • Restricted access (slopes) • not centrally located

Images of Blackford Hill and Pond are available [here](#)

Braid Hills

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none"> • Scenic • Bus route • Maintained • Stunning views • Requested in survey • Seating • Parking 	<ul style="list-style-type: none"> • Limited access • Limited access to public toilets • Restricted access (slopes) • golf course, horse riding may not lend itself to memorial • not centrally located

Images of Braid Hills are available [here](#)

Calton Hill

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none">• Scenic• Bus route• Stunning views• Requested in survey• Seating• Parking• Central Location	<ul style="list-style-type: none">• Limited access• Limited access to public toilets• Restricted access (slopes)• Historical monuments may limit potential development of site• Occasional Festival/Carnival atmosphere

Images of Calton Hill are available [here](#)

Inverleith Park

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none">• Tranquil• Bus / route• Maintained• Equal access• Central location• Close to Royal Botanic Gardens• Pond and wildlife• potential of existing space that could be developed	<ul style="list-style-type: none">• Not requested in survey• Noise levels from sports and park• Festival/Carnival atmosphere at times• Limited parking

Images of Inverleith Park are available [here](#)

Lauriston Castle

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none">• Tranquil• Parking• Maintained• Stunning views• Established gardens(Japanese & Italian)• Woodland walks• Toilets• Pond• Seating• Requested in survey• Equal access	<ul style="list-style-type: none">• Some occasional noise levels from park• not centrally located• April through September: 8am - 8pm. October through March: 8am - 5pm

Images of Lauriston Castle are available [here](#):

Little France Open Space Development

(land proposed for development is City of Edinburgh Council owned)

Pros	Cons
<ul style="list-style-type: none"> To be developed adjacent to new Royal Hospital for Sick Children at Little France Part of grounds to be modelled on Meadows 	<ul style="list-style-type: none"> Time scales unclear and dependent on progress of NHS Capital project for new Royal Hospital for Sick Children, currently planned to open in 2017

Outline view of area of proposed development of Royal Hospital for Sick Children available [here](#)

The Meadows

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none"> Central Location Scenic Bus route Maintained Equal access Stunning views Requested in survey Toilets Seating Site of previous Simpsons Maternity Hospital Café Well used play park 	<ul style="list-style-type: none"> Frequent Festival/Carnival atmosphere Noise levels from sports and park Designated barbeque areas Well used play park Heavily used in Edinburgh Festival and at other times Site of previous Simpsons Maternity Hospital

Images of The Meadows are available [here](#)

Princes Street Gardens

(City of Edinburgh Council Owned)

Pros	Cons
<ul style="list-style-type: none"> Established gardens Bus/tram route Maintained Equal access Stunning views Toilets Seating Requested in survey 	<ul style="list-style-type: none"> Frequent Festival/Carnival atmosphere Big wheel(may be regular feature) Parking Existing diverse collection of memorials Restricted access (slopes) January - February: 7:00 - 17.00 (closing from 16.15) March - April: 7:00 - 19:00 (closing from 18.15) May - June: 7:00 - 20:00 (closing from 19.15) July - August: 7:00 - 22:00 (closing from

	21.15) September - October: 7:00 - 19:00 (closing from 18.15) November - December: 7:00 - 17:00 (closing from 16.15)
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Images of Princes Street Gardens are available [here](#)

Queen Street Gardens

(Privately owned)

Pros	Cons
<ul style="list-style-type: none"> • Central Location • beautifully maintained 	<ul style="list-style-type: none"> • Privately owned • Parking restrictions • Access not available to non-residents

Images of Queen Street Gardens are available [here](#)

Saughton Park

(City of Edinburgh Council Owned)

The City of Edinburgh Council has been working with the Royal Caledonian Horticulture Society, the Friends of Saughton Park and the local community to develop proposals to revitalise Saughton Park.

Pros	Cons
<ul style="list-style-type: none"> • Tranquil • Parking • Bus /tram route • Maintained • Equal access • Toilets • Saughton Park Restoration Project £5.2m • initial funding from Heritage Lottery Funding(HLF) to redesign a purpose built garden • Possible Café • A Management and Maintenance Plan for the park will help ensure that the park is looked after to a high standard once all the works are complete 	<ul style="list-style-type: none"> • Not requested in survey • Planned work could be disruptive • Potential noise levels from sports and park • Funding may not be approved to carry out the work • Timescales – design and construction works expected currently to take place between 2016 and 2018

Images of the proposed redevelopment of Saughton Park are available [here](#)

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

Delivering the Local Transport Strategy 2014-2019: School Streets Consultation

Item number	7.2
Report number	
Executive/routine	
Wards	1 - Almond 3 - Drum Brae/Gyle 8 - Colinton/Fairmilehead 10 - Meadows/Morningside 11 - City Centre 14 - Craigentiny/Duddingston 15 - Southside/Newington 17 - Portobello/Craigmillar

Executive summary

Committee agreed the list of eleven schools to participate in the proposed school streets pilot at its meeting on 3 June 2014.

Consultation was carried out between 15 December 2014 to 27 February 2015 to give stakeholders, including parents, residents, local businesses and the travelling public the opportunity to provide feedback on the proposals. Over 700 responses were received with 75% of respondents supporting the school streets concept.

This report details a summary of the main informal consultation. A number of changes have been made as a result of the comments and feedback received, and the statutory Experimental Traffic Regulation Order (ETRO) procedures required to implement the Phase 1 schemes commenced in April 2015. The proposed implementation date for Phase 1 schools is September/October 2015.

Links

Coalition pledges	P32 , P44
Council outcomes	CO5 , CO22
Single Outcome Agreement	SO4

Delivering the Local Transport Strategy 2014-2019: School Streets Consultation

Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 notes the outcome of the consultation process; and
 - 1.1.2 requests a further report is presented to Committee on 27 August 2015 to include:
 - the results of the formal ETRO process for Phase 1 schools;
 - a detailed plan for Phase 1 implementation in September/October 2015; and
 - an update on the further discussions on the revised proposals for the Sciennes and Buckstone schemes with local residents, school and Royal Hospital for Sick Kids.

Background

- 2.1 The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot school streets proposals at between three and five schools.
- 2.2 The aim is to provide a safer environment around schools which will encourage more pupils to walk or cycle to school, whilst creating the minimum disruption for local residents. The perceived benefits of implementing school streets are:
- the ability to respond to demands from parents and residents to improve the current conditions around schools;
 - an increase in walking and cycling and active lifestyles for pupils and parents/carers;
 - a reduction in traffic speed, congestion and pollution around the school gates; and
 - improvements in child obesity levels.

- 2.3 The school streets proposal involves prohibiting traffic on streets outside or around school entrances for periods of up to 60 minutes at the beginning and end of the school day. The prohibition will only be in force when the schools are in session; drivers will be made aware of the prohibition by the installation of large signs at all entry points which flash during the operating times. Additional information signs will be located within the zone to remind drivers of when they can enter, exit or drive around within the zone if they do not have an exemption permit.
- 2.4 These prohibitions will not apply to residents or businesses within the school street zone and they will be provided with a permit to allow access/egress. The prohibitions will also not apply to vehicles displaying a disabled badge, emergency service vehicles, vehicles being used for works on the road and vehicles contracted by the Council to take pupils to and from school.
- 2.5 The proposals will be introduced through an Experimental Traffic Regulation Order (ETRO), which will be in force for 18 months. At the end of this period, the project will be evaluated and a decision made whether to make the schemes permanent.
- 2.6 A total of 31 schools applied to participate in the scheme, so the pilot has been extended to include 11 schools in two phases.
- 2.7 On 3 June 2014, Committee approved the selection of the following eleven primary schools:

Phase 1

- Abbeyhill
- Duddingston
- Colinton
- Cramond
- Sciennes
- St John's RC

Phase 2

- Bonaly
- Buckstone
- Clermiston
- St Peter's RC
- Towerbank.

- 2.8 It also gave authority to undertake a public and stakeholder consultation on the design of the scheme, including the network of streets, operating hours and exempted vehicles.

Main report

Consultation

- 3.1 The consultation period ran from 15 December 2014 to 27 February 2015. The aim of the consultation was to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals for eleven schools across the city.
- 3.2 The consultation comprised the following elements:
- Online survey;
 - Paper survey;
 - E-flyer sent to 450 groups, individuals and stakeholders;
 - Public exhibitions in local libraries, Council offices and community facilities from 8 January to 2 March 2015;
 - Eleven drop in events at schools; and
 - Meetings and discussions with stakeholders including Police Scotland and the Royal Hospital for Sick Children.
- 3.3 Communications activities included conventional and social media, leaflets, posters and website. Information about the consultation including the on-line survey, a list of frequently asked questions and a set of location maps, were available on the main Council website and on plasma screens in local neighbourhood offices and libraries.
- 3.4 A letter explaining the school streets project and how to make views known to the Council was delivered to properties within the affected streets, thereby ensuring residents and local businesses were made aware of the consultation process. Schools also sent out information to parents through the school website and via e-mail.
- 3.5 A series of drop in events were organised at each of the eleven schools. The events were attended by approximately 315 residents, parents, elected members and Council officials, with the resulting discussions being generally in favour of the introduction of school streets in their area.
- 3.6 A number of organisations and businesses located within the schemes also gave their feedback either through correspondence or at face to face meetings with officers.

- 3.7 At the end of the eleven week consultation period, a total of 740 questionnaire responses were received from individuals and organisations. A copy of the on-line results is attached as Appendix 1. Additionally, 93 e-mails and letters were received. There was a high level of response for the schemes at Bonaly Primary School with 22% of the on-line responses, followed by Sciennes at 21%; the lowest response rate at 2% was for Colinton, but this could be explained by the fact that it is the school with the lowest school roll.
- 3.8 The number of responses was equally split between residents and local businesses and parents/guardians, although some respondents could have fallen into both categories. Of those, 467 (75%) indicated that they agreed with the concept of school streets, while 141 (24%) indicated their opposition to the proposals. The only scheme where there were more respondents in opposition to the proposal was Buckstone with 53% against and 47% in favour. The level of support varied from school to school, the full breakdown is included in Appendix 2.
- 3.9 Many consultation respondents expressed views on the potential impact of school streets; these concerns differed depending if the respondent was a resident or a parent/guardian. The topics that attracted the highest level of comment from residents were the proposed streets within the schemes, displacement of parking, permits, impact on commuting times, impact on deliveries and workmen. For parents, the most common comment was the effect on commuting times. All parties were concerned about the level of police enforcement, which was seen as crucial to the success of the schemes.
- 3.10 The topics which elicited the greatest number of responses, and which relate directly to school streets, are indicated and discussed below:

Street Selection

- 3.11 The main issue raised by 196 respondents was the selection of the streets within the eleven schemes. There were requests for an additional 25 streets, with strong support for changes to the Bonaly (94 responses) and Cramond (23 responses) schemes. Changes to the network have been proposed based both on public/organisation feedback and on discussions with key stakeholders.
- 3.12 Bonaly Primary School has two separate pedestrian accesses on Bonaly Road and Bonaly Brae; the original proposal only covered the closure of Bonaly Road. The following changes were requested during the consultation:
- 1) extend the proposed closure on Bonaly Road to include Fernielaw Avenue (7 responses);
 - 2) introduction of a second scheme, prohibiting motor vehicle access into Bonaly Brae at its junction with Bonaly Grove (41 responses); and
 - 3) extend the second scheme to also include Bonaly Grove (33 responses) and Drive (13 responses).

3.13 Consideration was given to the requests and the following responses are proposed:

- 1) Fernielaw Avenue has a pedestrian access to the school via Bonaly Wester, so could become an attractive drop off location; it is proposed therefore to include this road in the prohibition as it is unsuitable as a drop off area because it is a single lane road with passing places;
- 2) the addition of a second scheme around the pedestrian gate on Bonaly Brae has been taken forward to reduce the level of vehicles possibly being displaced from around the Bonaly Road gate; and
- 3) this extension to the scheme would result in the closure of a significant number of streets within the Bonaly estate and risk displacing parking on to Bonaly Avenue, which carries most of the through traffic and is the bus route. It is not therefore proposed to progress this option.

3.14 A total of 29% of the respondents to the Cramond proposals requested the following change:

- the scheme is extended to include Gamekeeper's Loan which is currently heavily parked at school times, often with vehicles double parked or on the footway. This creates obstacles for pedestrians and poor visibility for drivers when pedestrians cross at the junction with Cramond Bank.

3.15 Consideration was given to the request and the proposed scheme has been extended to include Gamekeeper's Loan.

3.16 Maps of the new proposed schemes can be found in Appendix 3.

3.17 Other requests for additional streets were not taken forward for the following reasons:

- extend the St Peter's RC scheme to include Newbattle Terrace; this street is a main east-west route, so closing it would lead to increased congestion and displacement of traffic. It is not therefore proposed to progress this option; and
- extend the Clermiston scheme to include Parkgrove Street and the Sciennes scheme to include Tantallon Place; both of these streets form part of the diversion route for through traffic around the closures. It is not therefore proposed to progress either of these options.

Exemptions

2.9 The second main theme regarded extending the number and type of groups who should be exempted from the prohibition. The current proposal will not apply to residents or businesses within the school street zones, who will be able to apply for permits to allow access/egress. The prohibitions will also not apply to vehicles displaying a disabled badge, emergency service vehicles, vehicles being used for works on the road and vehicles contracted by the Council to take pupils to and from school.

3.18 There was a total of 71 respondents who supported extending the number of exempted groups to also include:

- Delivery vehicles and trades people (30);
- Residents' friends and families (20);
- School staff (8);
- Taxis (4);
- Carers (6);
- Visitors to Royal Hospital for Sick Children (3); and
- Users with mobility issues, who do not qualify for a Blue Badge (3).

3.19 For the following reasons these groups have not been included:

- the operating hours have been kept as short as possible and will only apply during school term time, so there are sufficient opportunities to arrange deliveries outwith the closure times; and
- sufficient spaces for parking will be available around the periphery of the zones for visitors and trades people; options to increase the number of shared use bays in Controlled Parking Zones are being investigated.

3.20 There were also 43 respondents who objected to any additional groups being exempted.

Displacement of traffic and parking

3.21 The issue of displacement featured in 24 responses, with respondents concerned that the school streets closures would merely move parental and staff parking problems elsewhere.

3.22 There remains around the periphery of each of the schemes a network of streets throughout which any displaced parking could be accommodated. Prior to scheme implementation, schools will be launching a series of walking and cycling initiatives to encourage families to park further away from the exclusion zone. These will include Walking Buses, Walk Once A Week reward scheme, designated Park & Stride drop off places such as supermarket or community car parks and improved cycle facilities and training.

3.23 The highest number of responses on this issue related to the Buckstone scheme. Buckstone Primary School is located within a complex network of residential streets. It is proving challenging to reach agreement with parents and residents on which streets should be included within this scheme. The consultation proposal was for a scheme which restricts access to a small number of streets close to the school entrances, but still provides routes to bypass the closures and access streets beyond, such as Buckstone Howe and Shaw. Further discussions are needed with the wider community before a final decision will be made on whether to proceed with this scheme to the formal ETRO process for Phase 2 schools. This will be reported back to Committee in the next report in August 2015.

Permits

3.24 Concerns were raised by eight respondents regarding the number of permits to be issued to residents, the cost and the process by which the permits would be issued. As it is a pilot scheme, there will be no charge made for the permits for the 18 month trial period. Information will be delivered to properties affected by Phase 1 in the summer 2015 outlining the application process. It is proposed that a free permit would be issued to residents for vehicles for which they are the registered keeper.

Enforcement

3.25 A total of 27 respondents raised concerns about how the scheme would be enforced. Police Scotland has been involved from the outset of the project, providing important input to the consultation on the schemes. The Council and Police have agreed an enforcement strategy which includes police enforcement when appropriate.

Additional measures to mitigate impact on local residents

3.26 A number of responses requested that consideration be given to carrying out minor engineering and enforcement measures to mitigate the impact of possible displaced parking and provide safe places for pedestrians to cross. These included:

- Double yellow lines on corners to keep crossing points clear, eg at the junction of Cramond Bank and Gamekeeper's Loan;
- White access protection markings across residents' driveways;
- Cutting back of hedges and other vegetation;
- Refreshing of existing signs and lines; and
- Regular gritting of footways on routes to school.

3.27 A budget of up to £10,000 has been allocated from the Road Safety capital budget to undertake the necessary work. The statutory process started in April 2015 to introduce parking and loading restrictions at locations around the Phase 1 schools as requested by residents.

Access to Pentlands Regional Park

3.28 Nine respondents, including Clubbiedean Fisheries, raised concerns about the effect the scheme for Bonaly Primary School would have on access to the Regional Park and Bonaly Reservoir. There is a strong desire from the school community to prohibit vehicles from outside their main entrance on Bonaly Road. To achieve this, vehicles would also be unable to access the car park on Torduff Road as there is no suitable alternative access, other than across the bridge over the bypass on Bonaly Road. To mitigate the effect on the Park, the following measures will be introduced:

- the length of the closures will be kept to a minimum to just cover the entry/exit times of the pupils;
- permits will be provided for residents to the south of the bypass on Bonaly Road and Torduff Road, as well as for vehicles registered to businesses, such as Clubbiedean Fisheries and the Scout camp; and
- additional information signage will be erected to warn park visitors of the closure times.

Royal Hospital for Sick Children

3.29 The main vehicle access for the Royal Hospital for Sick Children is located on Sciennes Road, which forms part of the proposed school street scheme for Sciennes Primary School. There is also an additional gate for delivery vehicles of pharmacy and catering supplies, clinical waste uplifts and access to the mortuary. The Hospital has raised concerns about the effect of the closure on outpatients, staff and deliveries, especially:

- Reduction in number of pay and display parking bays for outpatients and visitors on Sciennes Road during the closure;
- Removal of access to the front entrance for taxis;
- Displacement of parking to Sylvan Place and Rillbank Terrace, which are already heavily parked; and
- Restricted access to the staff car park.

3.30 They have requested that the scheme be delayed until after the Hospital relocates to its new site at Little France in summer 2017.

- 3.31 In conclusion, they have stated that *'The closure of Sciennes Road twice a day when the hospital's activity is in full operation would unquestionably impact on the functioning of the hospital. We must record our strong objection to this proposal, on behalf of the thousands of children and parents who come to the hospital each week'*.
- 3.32 The Council is investigating measures to mitigate the impact of the proposals. Various surveys have been undertaken and this data is being used to establish if mitigation measures can be agreed with the hospital.

Operating Times

- 3.33 The consultation results suggest that the proposed time struck approximately the right balance, with 55% of respondents saying that 30 to 45 minutes was about right, 25% thinking that is too long and 11% too short.
- 3.34 The proposals aim to include both nursery and main school pupils, so there could be a few schools where the closures may extend up to an hour to encompass both groups.
- 3.35 There will be a range of operating hours across the eleven schools as it will be necessary to cover the different start and finish times. This is the procedure followed for the Part Time 20mph flashing signs currently outside schools.
- 3.36 In summary, key factors in making a proposed change have been:
- Maintaining a consistent approach to similar types of street;
 - Strength of feeling and degree of consensus around a potential change; and
 - Impact of proposed change on different users.
- 3.37 A more detailed review of the findings and the views expressed through the engagement process is included in Appendix 2.

Next Steps

- 3.38 There was a good response to the informal consultation and the comments have been used to formulate the ETRO, especially in relation to the street network, operating times and exemption groups.

- 3.39 The necessary ETRO statutory process for Phase 1 schools, (excluding Sciennes) commenced on 24 April 2015; there will be a further opportunity to comment on, or object to, the draft proposals as part of that process.
- 3.40 A report will be submitted to Transport and Environment Committee on 27 August 2015 on the outcome of the ETRO process, which will enable schemes which are progressing to implementation to start by October 2015.

Measures of success

- 4.1 Success will be measured through:
- (i) a reduction in traffic congestion and speed around school gates as measured through before and after traffic speed and volume surveys;
 - (ii) an increase in walking and cycling, and reduction in car trips as measured through the annual Sustrans Hands Up Survey;
 - (iii) a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through attitude surveys and questionnaires Monitoring Changes in citizens' perception relating to 'liveability' and 'people-friendliness' of Edinburgh's streets, for example how happy people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children; and
 - (iv) the evaluation of the consultation feedback, which will inform the decision as to which schemes should be implemented.

Financial impact

- 5.1 A total of £10,000 has been set aside for preliminary design and legal costs in 2015/16 financial year. This will be met from the Road Safety capital budget.
- 5.2 A budget of up to £10,000 will be allocated from the Road Safety capital budget to undertake minor engineering measures, such as signs and lines within the Phase 1 schemes.

Risk, policy, compliance and governance impact

- 6.1 The principal risks associated with this initiative are summarised as:
- lack of enforcement;
 - insufficient local community support to progress schemes, leading to requirement for repayment of upfront capital costs from revenue budget;

- non-compliance by motorists; and
 - no change in parental behaviour.
- 6.2 These risks will be managed through the School Streets Steering Group which will oversee the project. The Steering Group will comprise members from Transport, Children and Families, Local Neighbourhood Teams and Police Scotland. As part of the project governance, these risks will be identified, assessed and managed through an appropriate risk register.

Equalities impact

- 7.1 The main positive impacts on rights are Life, Health and Physical Security. There are no negative impacts on rights as a result of this report.
- 7.2 Participation, Influence and Voice: The proposed schemes were subject to a citywide consultation process permitting people to participate in decision-making and make decisions affecting your own life independently.
- 7.3 The main positive impacts on equality are Age and Socio Economic. There are no negative impacts on equality as a result of this report.
- 7.4 An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will also ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.
- 7.5 The group most likely to be impacted on are those with disabilities, if access is denied to blue badge holders. It is the intention of the scheme to provide exemptions to this group so there are no negative impacts.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh by reducing the number of vehicles and congestion outside school gates and encouraging pupils to walk or cycle to school.

Consultation and engagement

- 9.1 The consultation period ran from 15 December 2014 to 27 February 2015. The consultation and engagement programme followed the guidance as set out in the Council's consultation framework, 'Consulting Edinburgh'.

Background reading/external references

The policy of implementing school street schemes across the city delivers on the following sustainable development policies:

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

Committee report authorising consultation of school streets, June 2014.

John Bury

Acting Director of Services for Communities

Contact: Caroline Burwell, Road Safety Manager, Transport.

E-mail: caroline.burwell@edinburgh.gov.uk | Tel: 0131 469 3668

Links

Coalition pledges	P32 – Develop and strengthen local community links with the police
	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO5 - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities
	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	1 Consultation Hub report
	2 Analysis of consultation responses and engagement by school
	3 Plans of 11 Proposed School Street Schemes



APPENDIX 1

School Streets Project- Proposed Experimental Traffic Regulation Order - Prohibition of Vehicular Traffic (During School Travel Periods) :Full Report

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Overview

This report was created on Monday 02 March 2015 at 10:36.

From **15/12/2014** to **27/02/2015**, City of Edinburgh Council ran a consultation entitled 'School Streets Project- Proposed Experimental Traffic Regulation Order - Prohibition of Vehicular Traffic (During School Travel Periods) '.

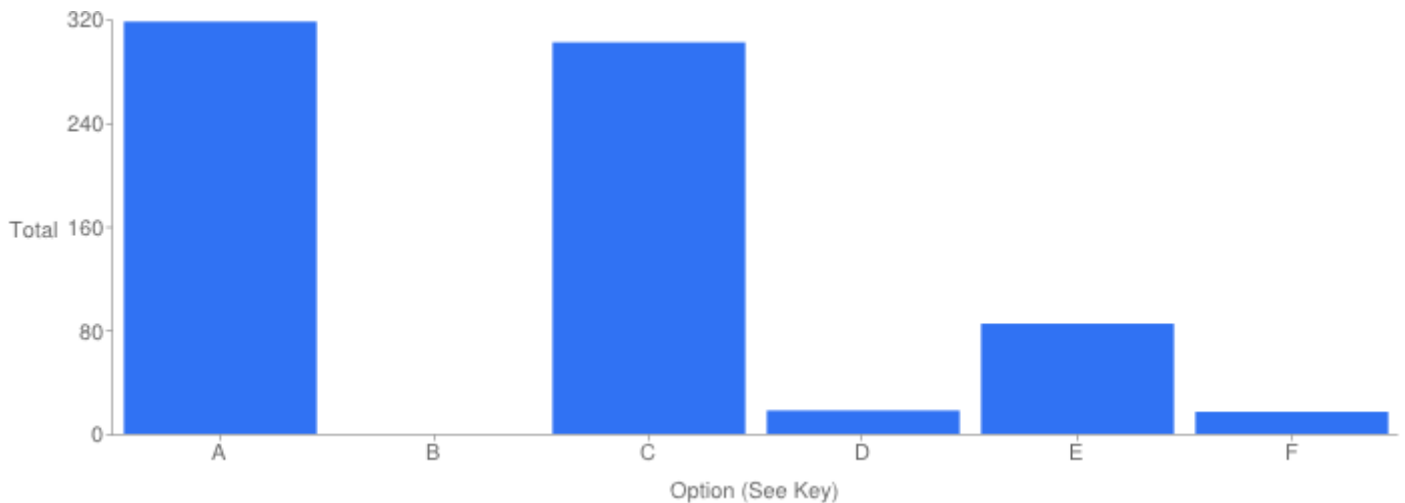
This report covers the online element of the consultation process, which was run from

<http://consultationhub.edinburgh.gov.uk/sfc/school-streets-project-proposed-experimental-traff>

Introduction

Question 1: Are you responding to this questionnaire as a:

Table of "responder"



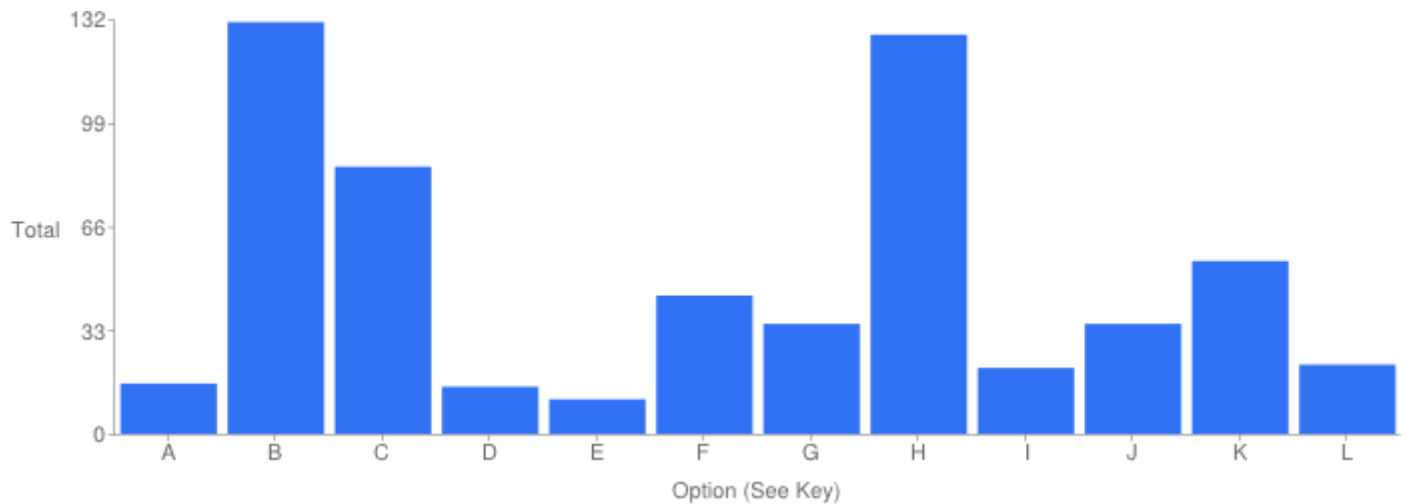
Key	Option	Total	Percent of All
A	Parent/guardian	318	53.27%
B	Pupil	0	0%
C	Resident	302	50.59%
D	Local business	18	3.015%
E	Member of travelling public	85	14.24%
F	Not Answered	17	2.848%



There are 21 responses to this part of the question.

Question 2: For which proposed scheme?

Table of "proposed scheme"

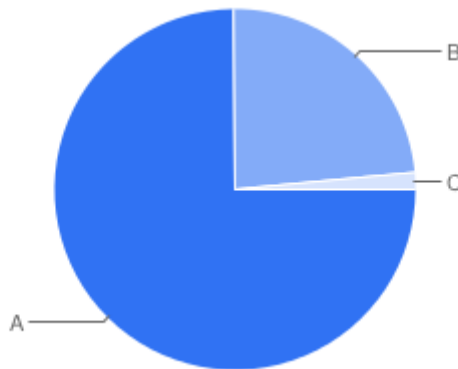


Key	Option	Total	Percent of All
A	Abbeyhill PS	16	2.680%
B	Bonaly PS	131	21.94%
C	Buckstone PS	85	14.24%
D	Clermiston PS	15	2.513%
E	Colinton PS	11	1.843%
F	Cramond PS	44	7.370%
G	Duddingston PS	35	5.863%
H	Sciennes PS	127	21.27%
I	St John's RC PS	21	3.518%
J	St Peter's RC PS	35	5.863%
K	Towerbank PS	55	9.213%
L	Not Answered	22	3.685%



Question 3: Do you agree with the concept of school streets?

Table of "agree with concept"

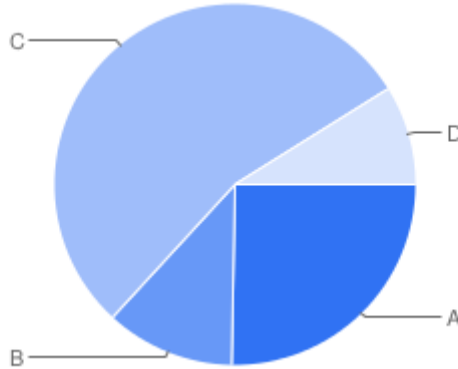


Key	Option	Total	Percent of All
A	Yes	447	74.87%
B	No	141	23.62%
C	Not Answered	9	1.508%

There are **349** responses to this part of the question.

Question 4: The proposed operating time is between 30-45 minutes before and after school entry/exit times. Is this:

Table of "proposed operating time"

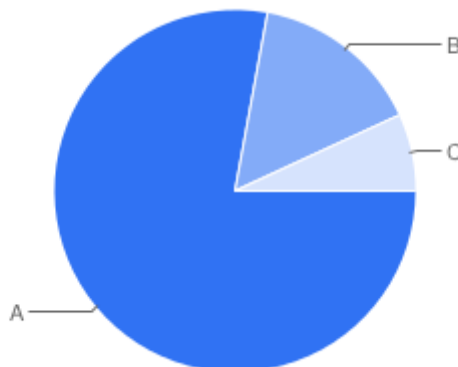


Key	Option	Total	Percent of All
A	Too long	151	25.29%
B	Too short	69	11.56%
C	About right	324	54.27%
D	Not Answered	53	8.878%

There are **219** responses to this part of the question.

Question 5: Do you agree or disagree that the following groups should be exempt?

Table of "Residents"

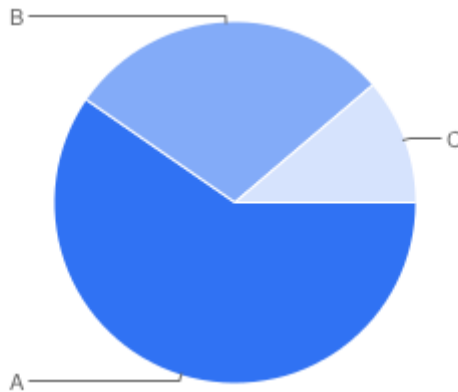


Key	Option	Total	Percent of All
A	I agree with the exemption	465	77.89%



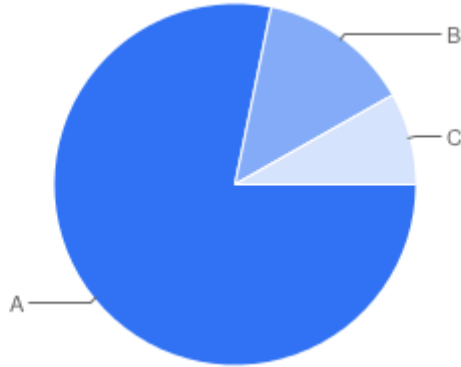
Key	Option	Total	Percent of All
B	I disagree with the exemption	91	15.24%
C	Not Answered	41	6.868%

Table of "Local businesses"



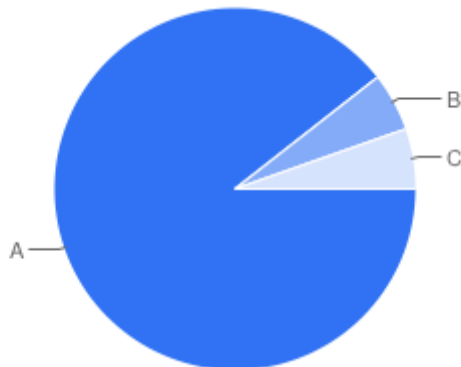
Key	Option	Total	Percent of All
A	I agree with the exemption	356	59.63%
B	I disagree with the exemption	174	29.15%
C	Not Answered	67	11.22%

Table of "Blue Badge holders"



Key	Option	Total	Percent of All
A	I agree with the exemption	467	78.22%
B	I disagree with the exemption	81	13.57%
C	Not Answered	49	8.208%

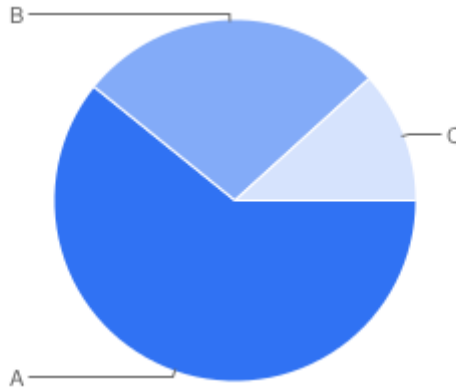
Table of "Emergency Services"



Key	Option	Total	Percent of All
A	I agree with the exemption	534	89.45%
B	I disagree with the exemption	31	5.193%
C	Not Answered	32	5.360%



Table of "Contract school buses and taxis"



Key	Option	Total	Percent of All
A	I agree with the exemption	363	60.80%
B	I disagree with the exemption	164	27.47%
C	Not Answered	70	11.73%

There are **239** responses to this part of the question.

Question 6: Should any other groups be exempted?

There are **241** responses to this part of the question.

Question 7: Do you have any comments on the streets to be included within the proposed schemes?

There are **344** responses to this part of the question.

Question 8: Do you have any additional comments?

There are **343** responses to this part of the question.

Appendix 2 – Responses to informal school streets consultation by school.

Phase 1 Schools:

Duddingston Primary School

Total No of responses: 61

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	22	
Residents	15	
Local business	0	
Member of travelling public	5	
Total	42	19

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	89
% against concept	11

Q4 Views on length of operating hours:	Consultation Hub
Too short	5
Too long	5
About right	24

Q5 % in favour of exempting....	Consultation Hub
Residents	93%
Local businesses	50%
Blue badge holders	84%
Emergency services	97%
Contract school buses/taxis	58%

Q7 Any other streets to be included within the scheme?	Number of responses
Durham Road	3
Duddingston Avenue	2
Duddingston Rd near school gate	2

St John's RC Primary School

Total No of responses: 24

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	5	
Residents	14	1
Local business	0	
Member of travelling public	4	
Total	23	1

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	90
% against concept	10

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	5
About right	12

Q5 % in favour of exempting....	Consultation Hub
Residents	100%
Local businesses	74%
Blue badge holders	91%
Emergency services	100%
Contract school buses/taxis	62%

Q7 Any other streets to be included within the scheme?	Number of responses
Durham Road – otherwise may become congested	3

Abbeyhill Primary School:

No of responses: 19

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	1	
Residents	8	
Local business	1	
Member of travelling public	9	
Totals	19	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	75
% against concept	25

Q4 Views on length of operating hours:	Consultation Hub
Too short	7
Too long	4
About right	4

Q5 % in favour of exempting....	Consultation Hub
Residents	57%
Local businesses	31%
Blue badge holders	64%
Emergency services	100%
Contract school buses/taxis	72%

Q7 Any other streets to be included within the scheme?	Number of responses
N/A	0

Cramond Primary School:

No of responses: 53

Q1.Breakdown of responses:	Consultation Hub	Email
Parents/guardians	28	
Residents	19	1
Local business	0	
Member of travelling public	5	
Total	52	1

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	2
Too long	17
About right	23
Total	

Q5 % in favour of exempting....	Consultation Hub
Residents	95%
Local businesses	84%
Blue badge holders	95%
Emergency services	98%
Contract school buses/taxis	76%

Q7 Any other streets to be included within the scheme?	Number of responses
Gamekeepers Loan	15
Cramond Gardens	4
Cramond Park	4

Colinton Primary School:

No of responses: 13

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	6	
Residents	5	
Local business	0	
Member of travelling public	2	
Total	13	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	4
Too long	3
About right	4

Q5 % in favour of exempting....	Consultation Hub
Residents	90
Local businesses	50
Blue badge holders	100
Emergency services	100
Contract school buses/taxis	63

Q7 Any other streets to be included within the scheme?	Number of responses
Redford Grove	2
Adams Well	1

Sciennes Primary School:

No of responses: 146

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	92	2
Residents	30	
Local business	2	
Member of travelling public	23	
Totals	145	2

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	85
% against concept	15

Q4 Views on length of operating hours:	Consultation Hub
Too short	25
Too long	17
About right	79
Totals	

Q5 % in favour of exempting....	Consultation Hub
Residents	57%
Local businesses	46%
Blue badge holders	66%
Emergency services	85%
Contract school buses/taxis	58%

Q7 Any other streets to be included within the scheme?	Number of responses
Tantallon Place	13
Sylvan Place	5
Melville Terrace	1

Phase 2 Schools:

Bonaly Primary School:

Total No of responses: 209

Q1 Breakdown of responses:	Hub	Email
Parents/guardians	47	
Residents	97	46
Local business	9	
Member of travelling public	10	
Total	163	46

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	68
% against concept	32

Q4 Views on length of operating hours:	Hub
Too short	8
Too long	38
About right	65

Q5 % in favour of exempting....	Consultation Hub
Residents	93
Local businesses	88
Blue badge holders	93
Emergency services	97
Contract school buses/taxis	77

Q7 Any other streets to be included within the scheme?	Number of responses
Bonaly Brae	41
Bonaly Drive	13
Bonaly Grove	33
Fernielaw Avenue	7

Buckstone Primary School:

Total No of responses: 119

Q1 Breakdown of responses:	Hub	Email
Parents/guardians	46	
Residents	56	10
Local business	2	
Member of travelling public	5	
Total	109	10

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	47
% against concept	53

Q4 Views on length of operating hours:	Hub
Too short	2
Too long	36
About right	32

Q5 % in favour of exempting....	Consultation Hub
Residents	97
Local businesses	80
Blue badge holders	95
Emergency services	99
Contract school buses/taxis	82

Q7 Any other streets to be included within the scheme?	Number of responses
Extend closure to junction of Buckstone Loan and Gate, so include Buckstone Howe, Shaw and Circle	15

Clermiston Primary School:

No of responses: 23

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	9	
Residents	7	
Local business	1	
Member of travelling public	6	
Totals	23	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	4
About right	7

Q5 % in favour of exempting....	Consultation Hub
Residents	64
Local businesses	57
Blue badge holders	87
Emergency services	93
Contract school buses/taxis	47

Comments on streets to be included:

Q7 Any other streets to be included within the scheme?	Number of responses
Parkgrove Street	2

St Peter's RC Primary School:

No of responses: 46

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	17	6
Residents	17	1
Local business	1	
Member of travelling public	4	
Total	39	7

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	72
% against concept	28

Q4 Views on length of operating hours:	Consultation Hub
Too short	2
Too long	9
About right	21

Q5 % in favour of exempting....	Consultation Hub
Residents	88
Local businesses	66
Blue badge holders	97
Emergency services	100
Contract school buses/taxis	72

Q7 Any other streets to be included within the scheme?	Number of responses
Newbattle Terrace	4
Canaan Lane	3
All of Falcon Avenue	2

Towerbank Primary School:

No of responses: 72

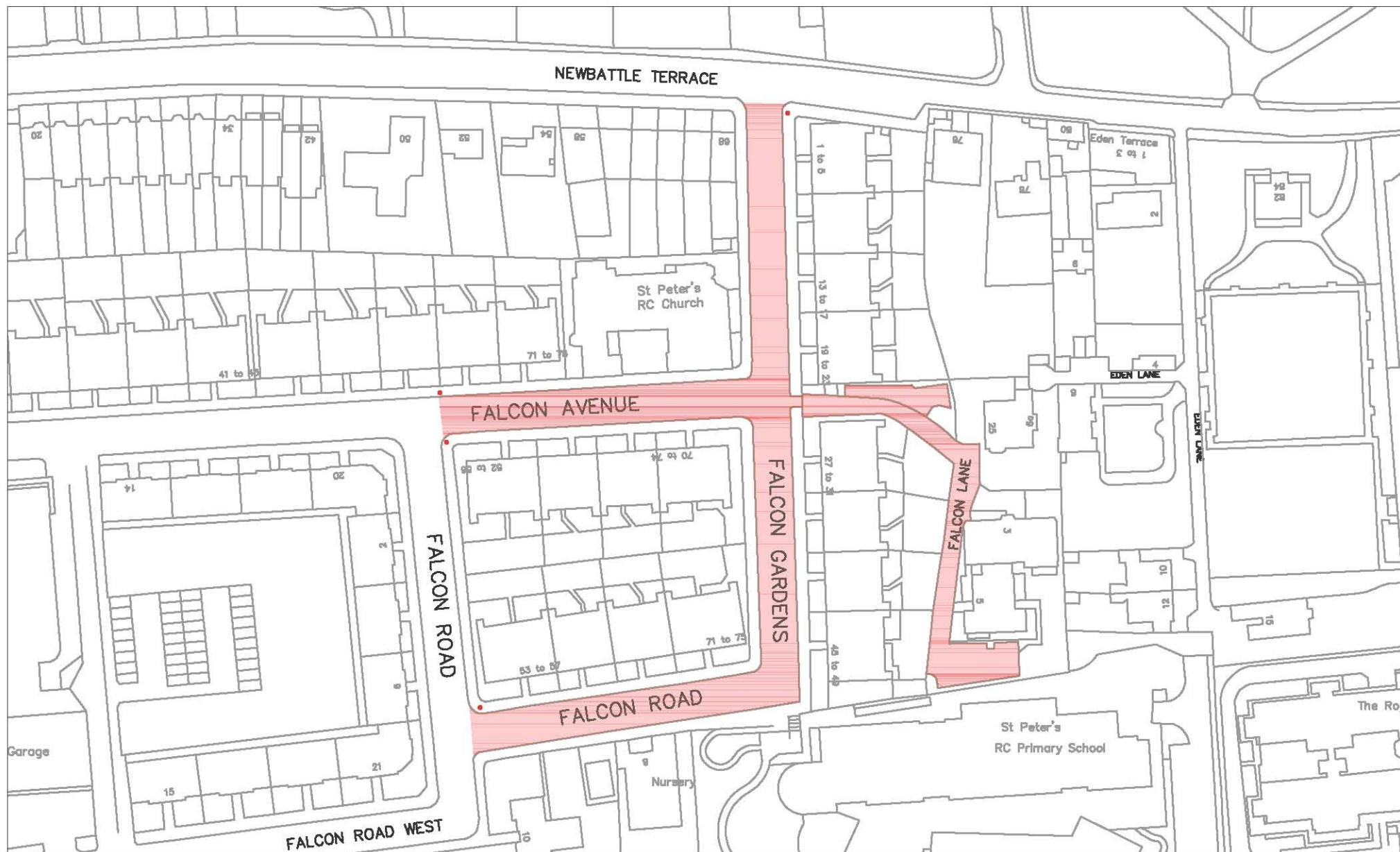
Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	45	
Residents	18	5
Local business	1	
Member of travelling public	3	
Total	67	5

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	96
% against concept	4

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	9
About right	41

Q5 % in favour of exempting....	Consultation Hub
Residents	94
Local businesses	73
Blue badge holders	91
Emergency services	95
Contract school buses/taxis	69

Q7 Any other streets to be included within the scheme?	Number of responses
Mentone Avenue	7
Figgate Lane	5
Ramsey Place	4
Beach Lane	4
Wilson's Park	1



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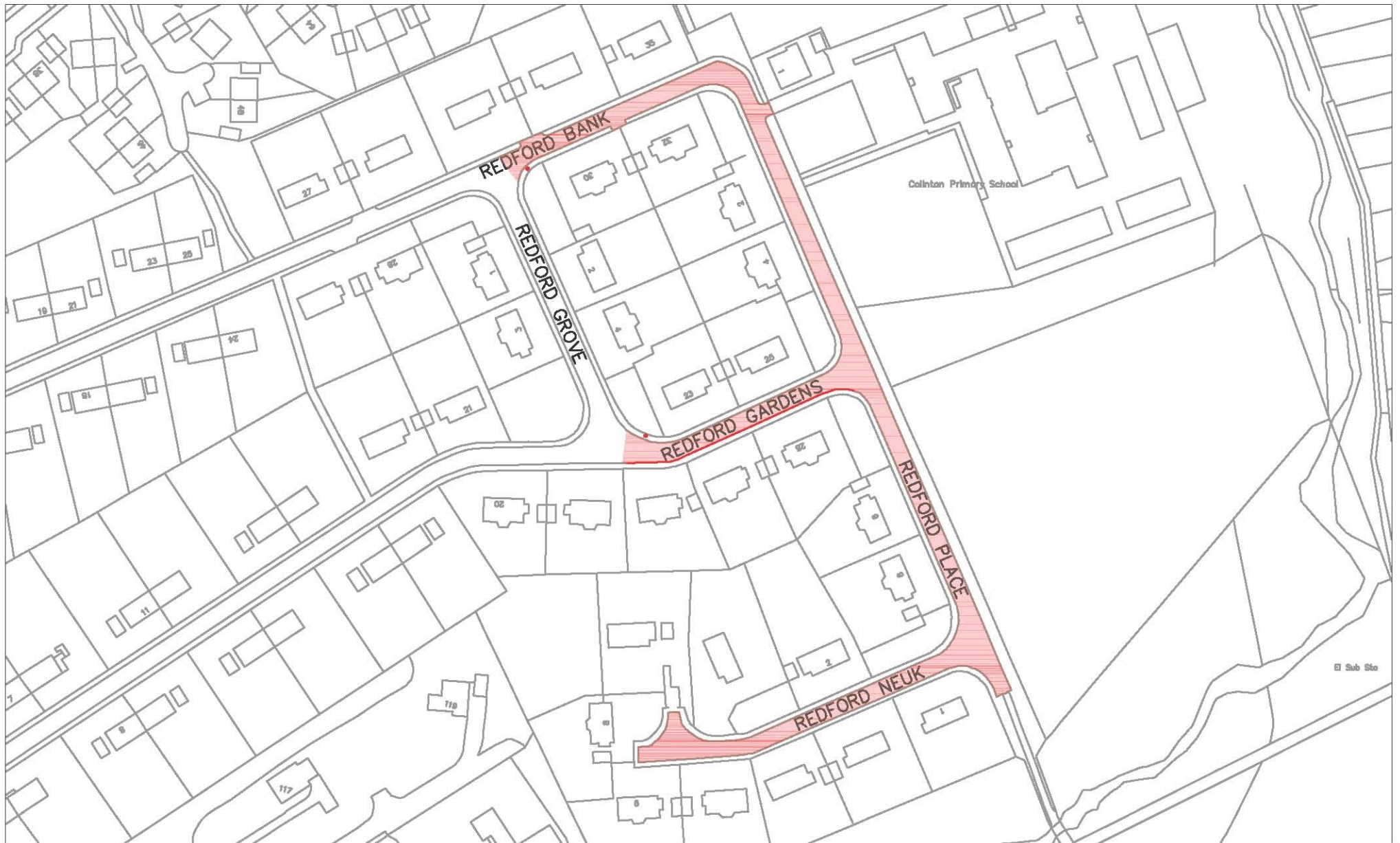
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ROAD SAFETY**

**St Peter's RC Primary
School Streets**

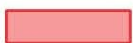
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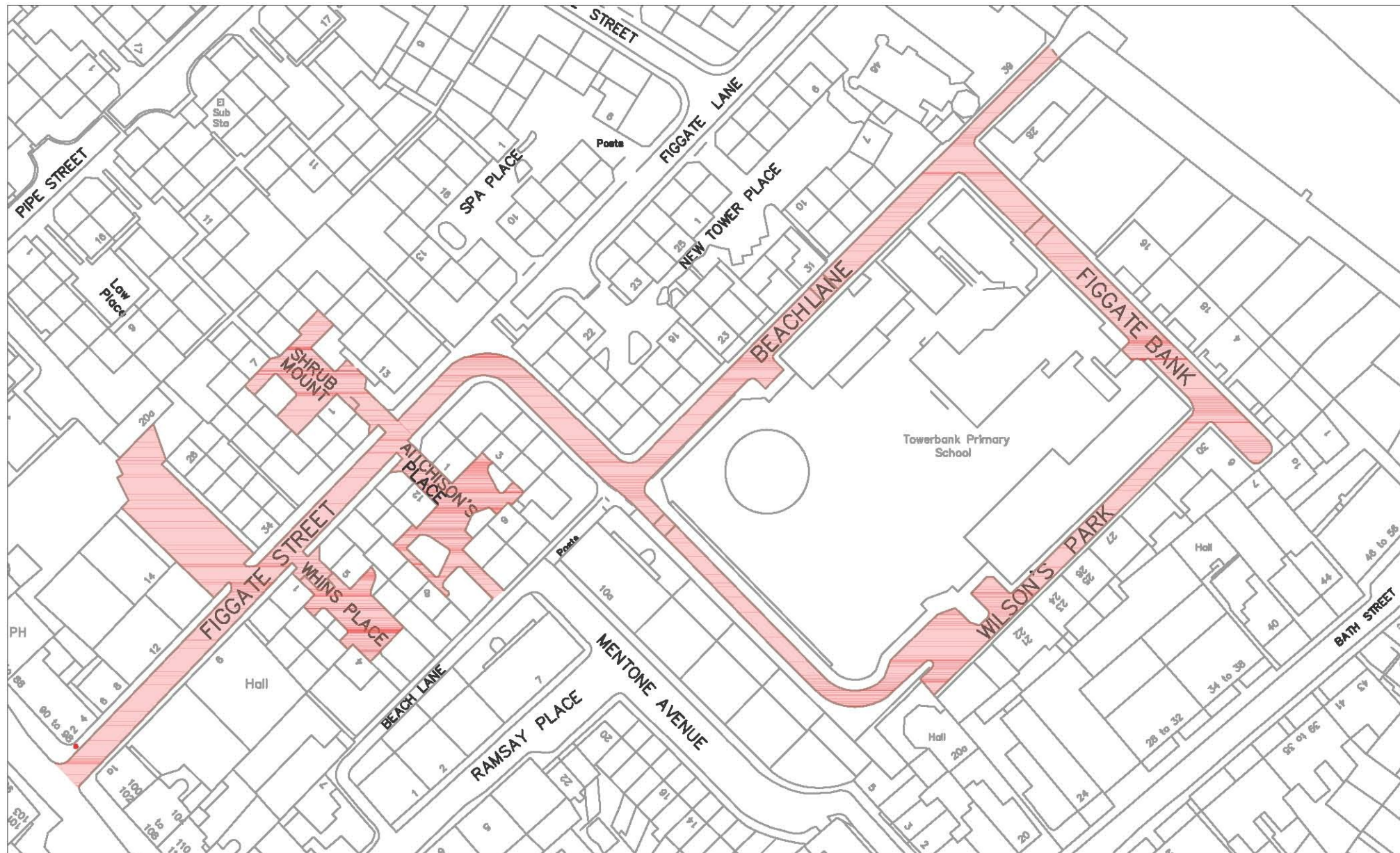
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ROAD SAFETY**

**Colinton Primary
School Streets**

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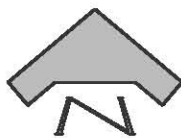
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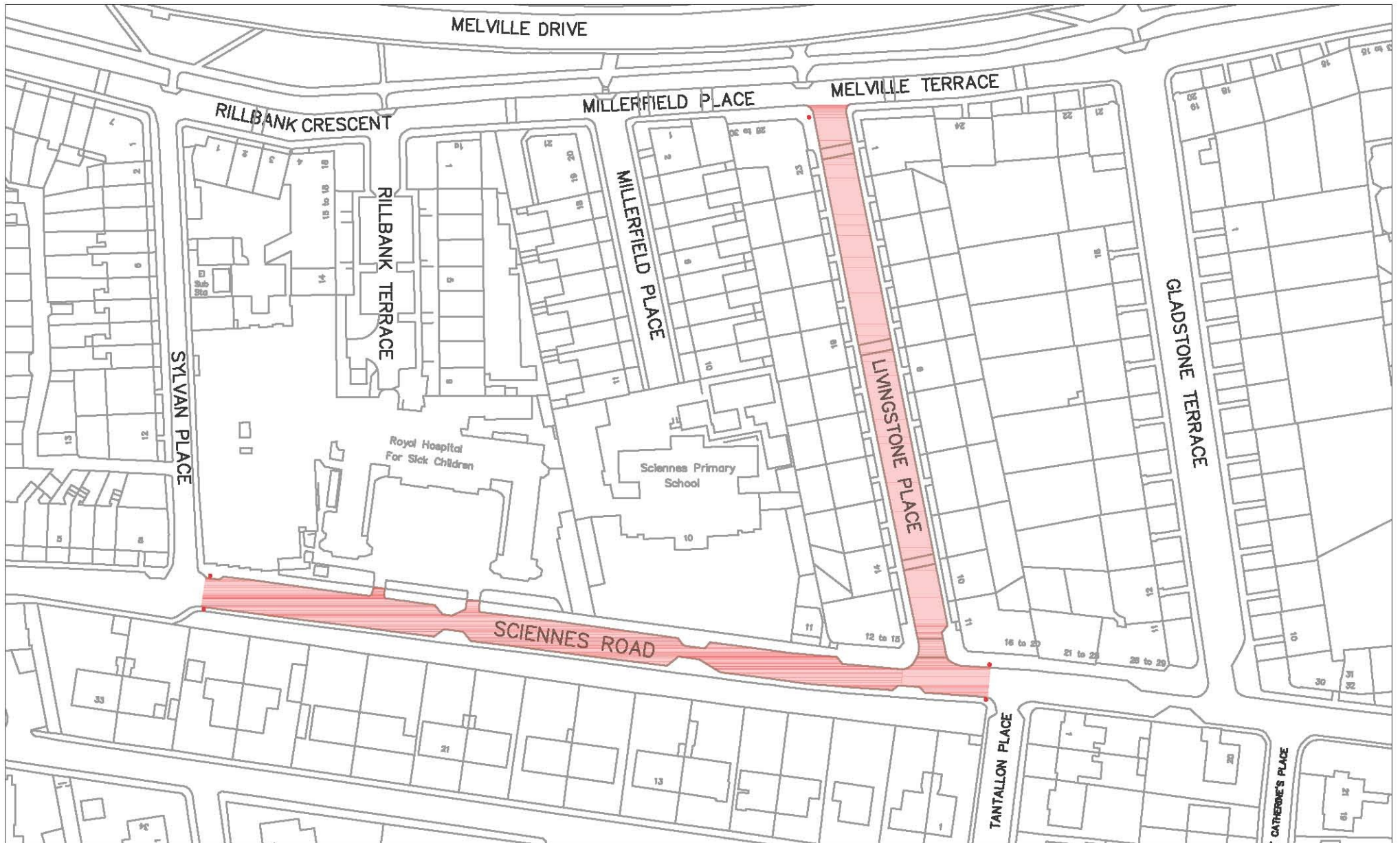
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ROAD SAFETY**

**Towerbank Primary
School Streets**

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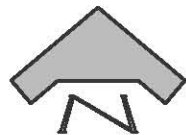
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**Sciennes Primary
School Streets**

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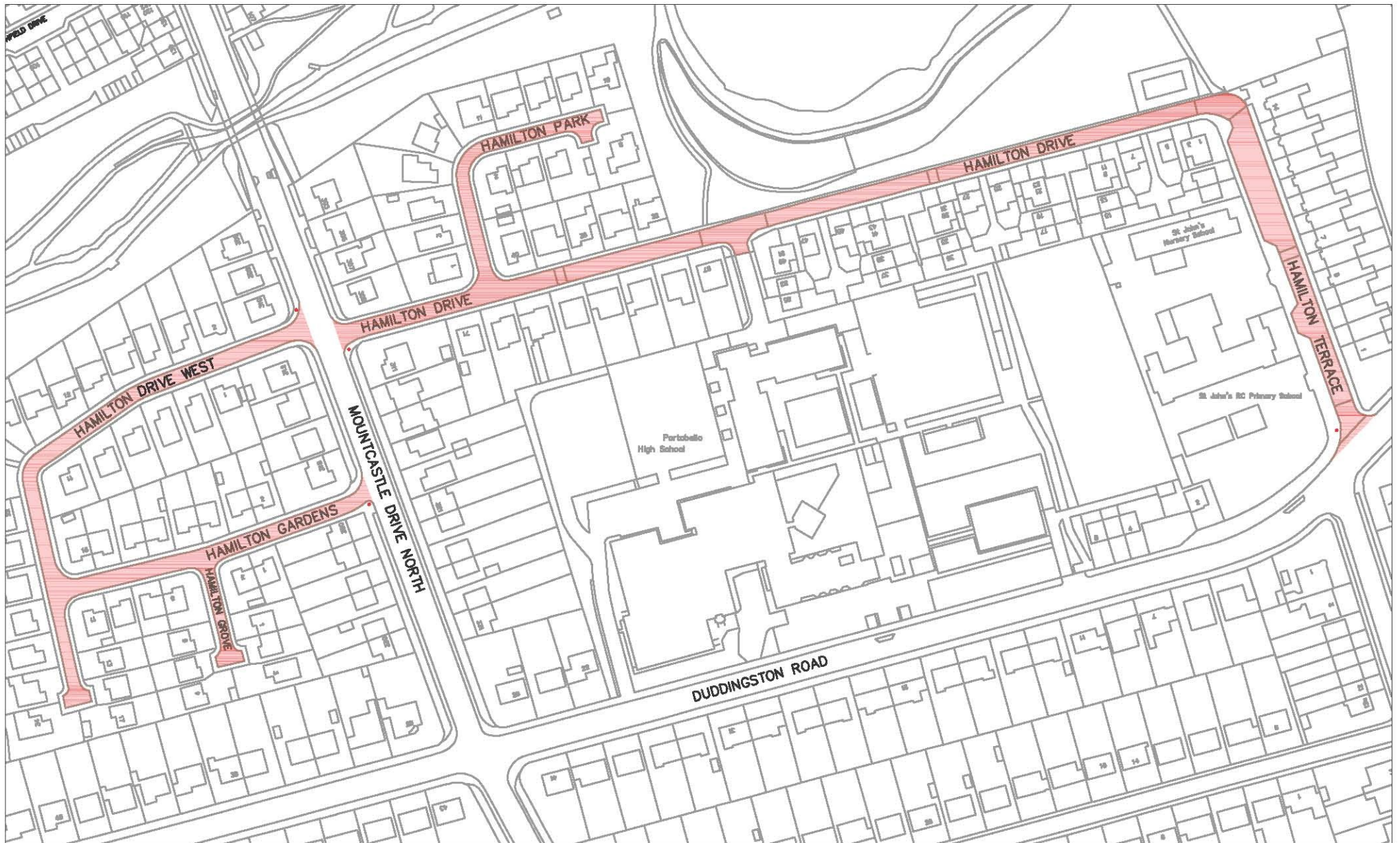
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**Cramond Primary
School Streets**

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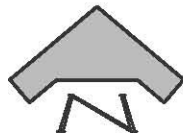
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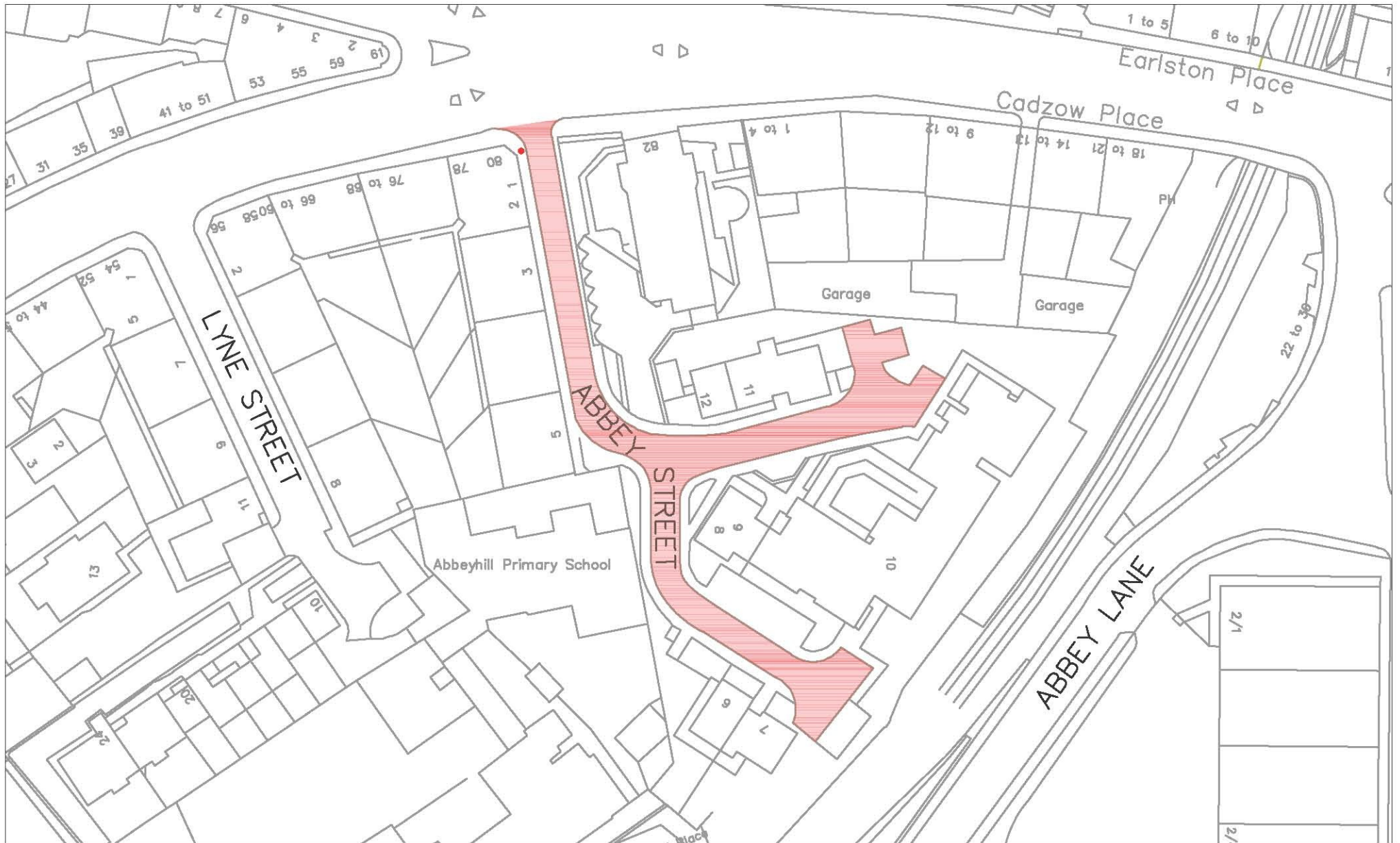
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**Duddingston and St John RC Primary
School Streets**

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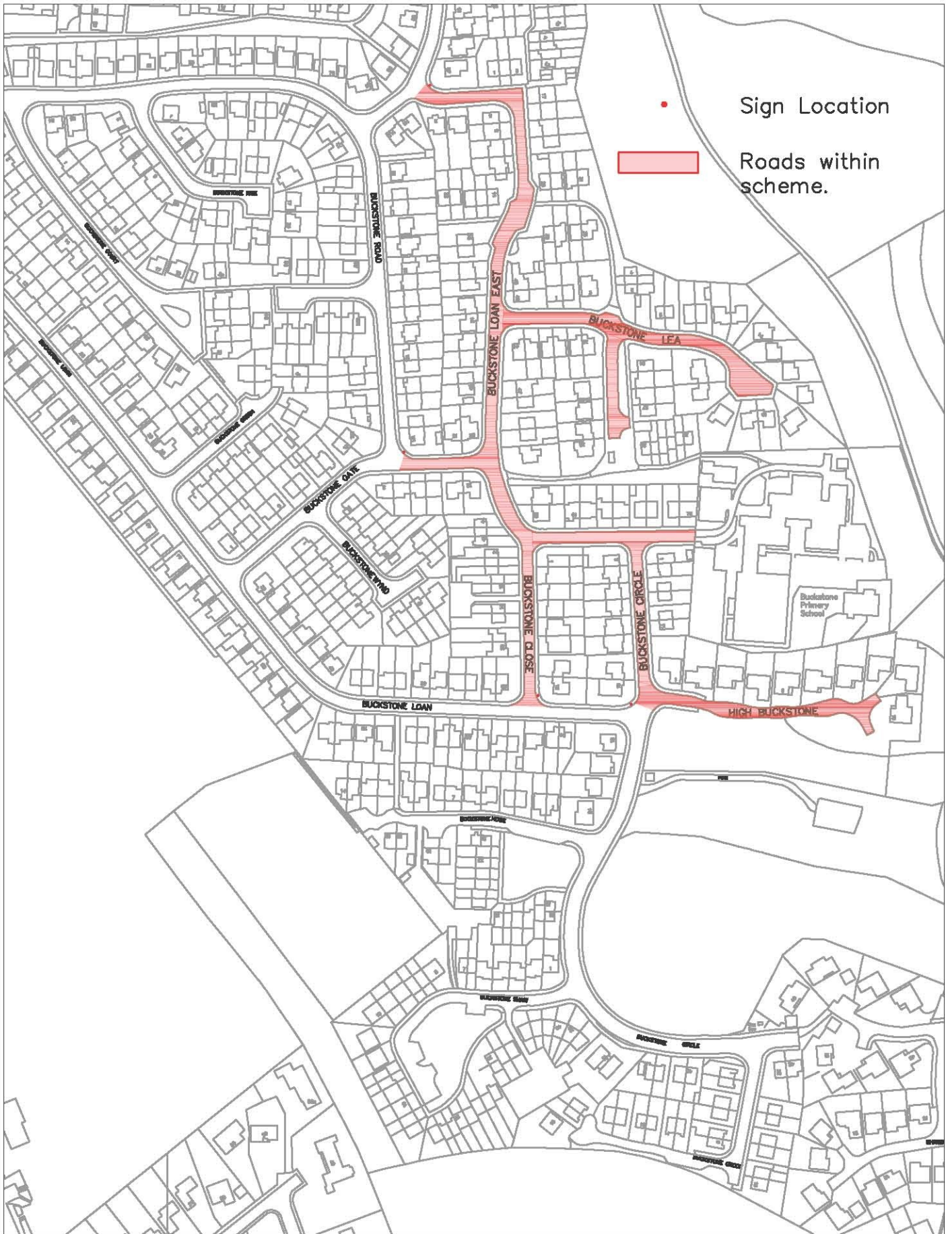
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**Abbeyhill Primary
School Streets**

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**TRANSPORT
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ROAD SAFETY**

**Buckstone Primary
School Streets**

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**TRANSPORT
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**Clermiston Primary
School Streets**

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Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders

Item number	7.3
Report number	
Executive/routine	Executive
Wards	Citywide

Executive summary

The primary purpose of bus lanes is to provide journey time reliability and time savings for buses by allowing them to bypass congestion during busy traffic periods. This increases the attractiveness of travelling by bus, compared to taking the car.

The main users of the bus lane network are bus passengers and in 2014 Lothian Buses carried 118.4 million bus passengers, an increase of 3 million over the previous year's figure.

From the late 1990s, a corridor approach was taken towards the development of the bus lane network. The first corridors were the five Greenways routes, all of which were all day bus lanes (7.30am to 6.30pm, Monday to Friday and 8.30am to 6.30pm, Saturday), except for the section of the A8 corridor west of Shandwick Place. Virtually all bus lanes introduced since then, except for the Fastlink (Gyle to West Approach Road) corridor, are peak period bus lanes; (7.30am to 9.30am and 4.00pm to 6.30pm, Monday to Friday). Peak period bus lanes currently make up approximately 60% of the total bus lane network.

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

The Council states in its Local Transport Strategy that it will regularly review the bus lane network. In June 2013, the Transport and Environment Committee noted that a bus lane network review was in progress and that part of its remit was to review the existing bus lane operational hours and the permitted vehicles classes that are allowed to use bus lanes.

In April 2014, a presentation on the Bus Lane Network Review was given to the Council's Transport Forum. After the presentation, a workshop was held to discuss all day bus lanes and whether other vehicle classes should be allowed to use bus lanes.

On 26 August 2014, Committee approved the promotion of two 18 month Experimental Traffic Regulation Orders (ETROs) to undertake a trial of standardising bus lane operating hours, by changing all day bus lanes into peak periods bus lanes. It was also agreed, on a trial basis, that motorcycles be permitted to use with-flow bus lanes.

This report details the objections received to the advertisement of the two ETROs and the proposed Council's comments in response. It recommends that the objections be set aside and that the Orders are made.

If the Committee sets aside the objections, the trials will commence in June 2015. Before and after surveys will be undertaken as part of the trials to monitor the impact of the changes on different bus lane user groups.

An assessment of the trials will be undertaken after nine months. If one or both of the trials are deemed to be successful, this will allow time for more consultation to take place with organisations representing bus lane users before any future decision is taken with regard to making any of the changes permanent.

Bus Lane Network Review - Objections to the Experimental Traffic Regulation Orders

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes the objections received to the two advertised Experimental Traffic Regulation Orders and the Council's comments in response;
 - 1.1.2 sets aside the objections and gives approval to make Experimental Traffic Regulation Order ETRO/14/38B to change all day bus lanes into peak periods bus lanes, on a trial basis;
 - 1.1.3 notes that there was an error with the advertisement of ETRO/14/38B and that an amendment to correct this was subsequently advertised as ETRO/14/38B(i). This amendment will be incorporated into ETRO/14/38B;
 - 1.1.4 sets aside the objections and gives approval to make Experimental Traffic Regulation Order ETRO/14/38A to permit motorcycles to use with-flow bus lanes during their operational hours, on a trial basis;
 - 1.1.5 notes that the trials will not make any changes to existing waiting or loading restrictions within bus lanes;
 - 1.1.6 notes that before and after surveys will be undertaken and used to inform the evaluation of the two trials;
 - 1.1.7 notes that consultation with stakeholders will continue throughout the trials;
 - 1.1.8 notes that the findings of the before and after surveys will be discussed with organisations representing bus lane users before they are reported to Committee; and
 - 1.1.9 notes that the results of the trials will be reported to the Committee in Autumn 2016.

Background

- 2.1 The introduction of bus lane camera enforcement in 2012 generated widespread feedback. A number of issues that required further consideration were raised by this process, one of which was that there was widespread confusion over the operating hours of different bus lanes throughout the city.

- 2.2 It was therefore decided to undertake a review of the city's bus lane network and consider possible measures to address the various issues that had been identified. A report to the Transport and Environmental Committee on 4 June 2013 noted that a bus lane network review was being undertaken and that this would include a review of bus lane operational hours and the vehicle classes that are allowed to use bus lanes.
- 2.3 As part of the bus lane review, a variety of organisations representing bus lane users were asked to provide their views regarding bus lane hours and allowing motorcycles and Private Hire Cars into bus lanes. Bus operators, taxi operators, cycling organisations, including SPOKES, and the police were asked to contribute to this survey.
- 2.4 On 26 August 2014, Committee approved the promotion of two 18 month Experimental Traffic Regulation Orders (ETROs) to trial:
- standardising bus lane operating hours, by changing all day bus lanes into peak periods bus lanes; and
 - permitting motorcycles to use with-flow bus lanes during their operational hours.
- 2.5 Around one third of the city's total bus lane network (22km of a total network of 65km) will be affected by the trial to change bus lane operating hours. All bus lanes, except 24 hour bus lanes and bus gates, will be affected by the motorcycle trial. The bus lanes affected by both trials are listed in Appendix 1.

Main report

Advertising of the ETROs and Objections Received

- 3.1 Two ETROs, relating to the above trials, were advertised between 26 January and 18 February 2015:
- ETRO/14/38B - changing all day bus lanes (7.30am–6.30pm, Monday to Friday and 8.30am–6.30pm Saturday) into peak periods bus lanes (7.30am–9.30am and 4.00pm–6.30pm, Monday to Friday); and
 - ETRO/14/38A - permitting motorcycles to use with-flow bus lanes.
- 3.2 Due to an administrative error in ETRO/14/38B, relating to the title and operating times for Great Junction Street and North Junction Street, this part of the ETRO was re-advertised as ERT0/14/38B(i) between 20 February and 13 March 2015. The amendment to correct the error will be incorporated into TRO/14/38B, should Committee give its approval to make the Order.

- 3.3 151 objections were received; 129 joint objections to both ETROs 16 objections to ETRO/14/38B and six objections to ETRO/14/38A. Details of a joint objection received from stakeholder organisations is given in Appendix 2 and the comments in response to it are given in Appendix 3. Details of the remaining objections and the comments in response to these objections are given in Appendices 4 to 6.
- 3.4 Some elected members forwarded correspondence that had been sent to them by their constituents objecting to the ETROs/proposals. These have also been included as objections.

Main Issues Raised in Objections

- 3.5 There are five main issues raised in the objections to the ETROs and details are given below:

Impact on cyclists

- 3.6 Objectors raise a number of concerns relating to the trials' potential impact on cycling and cyclists; including safety concerns and reduced amenity, which will discourage people from cycling.
- 3.7 Concerns relating to safety arise from the potential for cyclists to have to interact with general traffic during the interpeak period and on Saturdays in bus lanes that currently operate all day (around one third of the bus lane network) and with motorcyclists in all bus lanes.
- 3.8 The trial to change all day bus lanes into peak periods bus lanes will replicate the road conditions that are currently experienced by cyclists in the existing peak periods bus lane corridors (approximately 60% of the bus lane network). The Council will monitor road traffic collisions throughout the trials to ensure that any serious concerns over the safety of cyclists, or any other user groups, are identified and addressed quickly.
- 3.9 An initial analysis of the last five years of complete data (2009 to 2013) showed that in the interpeak period and on Saturdays there was no significant difference in the number or severity of accidents involving cyclists between all day bus lanes and peak periods bus lanes.
- 3.10 The recommendation to allow motorcycles into bus lanes on a trial basis is based on a review of the conclusions from Transport for London's (TfL) two extensive trials. Following these trials, TfL decided to give motorcycles permanent access to the majority of the Capital's red routes. TfL states on its website that 'the safety of motorcyclists and other vulnerable road users is unaffected' and 'benefits include reduced journey times for motorcyclists and less carbon dioxide emissions'.

- 3.11 In addition to London, the following cities also allow or partially allow motorcycles to use bus lanes: Bath, Bedford, Belfast, Birmingham, Colchester, Derby, Hull, Leicester, Newcastle, Plymouth, Reading, Sheffield, Sunderland and Swindon.
- 3.12 The Council accepts that during the trials there will be some loss of amenity for cyclists, as there will be an increased level of interaction with general traffic within bus lanes.
- 3.13 The Council will undertake before and after cycle surveys to ascertain if there is any significant change in cycling levels during the trials. Opinion surveys will also be undertaken to record cyclists' views on the impact of the changes.

Impact on air quality

- 3.14 Objectors raise two concerns relating to the trials' potential impact on air quality:-
- That they will lead to an overall decrease in air quality, as objectors believe that traffic levels will increase along the affected corridors; and
 - That they will lead to an increase in the levels of exhaust pollution experienced by pedestrians, as more traffic will use bus lanes and therefore be closer to pedestrians.
- 3.15 The Council believes there will not be a significant increase in either overall air pollution levels along the affected corridors or exhaust pollution experienced by pedestrians.
- 3.16 This belief is based on the following rationale:-
- Initial interpeak surveys, undertaken in 2014 of all day bus lanes, showed that general traffic in the adjacent lane was generally flowing freely at most locations and therefore there is little advantage to be gained by general traffic from using the bus lane in preference to the adjacent traffic lane.
 - It is therefore reasonable to expect a considerable proportion of general traffic to continue to use the general traffic lane, rather than the bus lane. This behaviour can currently be commonly seen at existing peak periods bus lanes outwith their hours of operation.
 - Interpeak loading and parking bays at a number of locations along the affected corridors, especially in the city centre and local shopping areas will also discourage general traffic from using the bus lanes.
 - There are large stretches (approximately 7 km) of the affected bus lanes where the footway is not directly next to the roadside, eg A71 Calder Road and the West Approach Road.
- 3.17 Before and after traffic volume and speed surveys will be undertaken at a number of locations on affected corridors and also on two corridors not involved in the trial, to provide control results for comparison. These will provide data from which vehicle emissions can be calculated and will determine whether the trials have resulted in a significant impact on air quality.

Impact on modal shift

- 3.18 Objectors raise concerns that the proposals will discourage the use of public transport, increase car usage and discourage cycling. The Council believes that the trials will not significantly impact on modal shift. While bus lanes do offer significant benefits to bus operators and users, these mainly relate to journeys undertaken during the peak periods. As previously explained, allowing general traffic to use bus lanes in interpeak periods is unlikely to introduce any significant disbenefit to buses as traffic is generally free flowing anyway. It will not therefore increase the attractiveness of using the private car instead of public transport or active travel.
- 3.19 Before and after traffic volume surveys will be used to determine whether the trials have an impact on travel modes on affected corridors.

Contrary to Council's Local Transport Strategy

- 3.20 Some objectors contend that the trial to change all day bus lanes to peak periods bus lanes would be contrary to the Council's Local Transport Strategy, in particular the following two stated Policies:
- PubTrans1: The Council will presume in favour of giving buses and trams priority over other motorised traffic; and
 - PubTrans7: The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise.
- 3.21 The Council undertook a review of the bus lane network in 2014, which included a review of bus lane operational hours. Surveys undertaken as part of the review indicated that all day bus lanes offered little additional operational benefit to buses, compared to peak periods lanes.
- 3.22 However, observations could only be carried out on a small percentage of the city's 65km bus lane network and on a limited number of occasions. It was therefore decided to recommend a trial, which would allow a more comprehensive and robust analysis of the impacts of this proposed change on all user groups to be undertaken prior to making any decision to introduce permanent changes.
- 3.23 The trials will be monitored throughout their operation and, if at any stage serious concerns regarding safety or impact on bus or tram operations emerge, they can be abandoned at short notice.
- 3.24 It should be noted that neither the city's tram operator nor any of the bus operators objected to the ETROs.

Lack of public consultation

- 3.25 Objectors contend that there was a lack of public consultation in advance of Committee approving the promotion of the ETROs.

- 3.26 A report to Committee, in June 2013, noted that a bus lane network review would be undertaken, which would include reviewing existing bus lane operational hours and the vehicle classes that are allowed to use bus lanes.
- 3.27 As part of this review, a variety of organisations representing bus lane users were asked to provide their views regarding bus lane hours and allowing motorcycles and Private Hire Cars into bus lanes. Bus operators, taxi operators, cycling organisations, including SPOKES, and the police were asked to contribute to this survey.
- 3.28 In April 2014, a presentation on the Bus Lane Network Review was given to the Council's Transport Forum. After the presentation, a workshop was held to discuss all day bus lanes and whether other vehicle classes should be allowed to use bus lanes.
- 3.29 At its meeting on 26 August 2014, Committee approved the promotion of the two ETROs necessary to trial the proposals. The ETRO process involves consultation with statutory bodies and public advertisement of the draft proposals. This allows for objections to the proposals to be submitted by stakeholders and the public and for these to be considered by Committee, prior to it making a decision on whether to proceed with the trials.
- 3.30 The trials will allow data to be collected so that the impact of the proposals can be determined. Further consultation will then take place with major stakeholder groups on the results of the trials before they are reported to Committee in Autumn 2016.
- 3.31 If the trials are deemed to be successful, permanent Traffic Regulation Orders would be required. This would provide a further opportunity for stakeholders and the public to comment or object.

Other issues raised in the Objections

- 3.32 Details of other issues raised by Objectors and the comments in response can be found in Appendices 2 to 6.

Monitoring of the trials

- 3.33 The effects of the trials on all bus lane user groups will be monitored. One of the main tools for this will be a series of before and after surveys, which are being designed in consultation with organisations representing bus lane users, including SPOKES, to ensure that they are appropriate to measure potential impacts.
- 3.34 Before and after surveys will be undertaken to measure bus journey times, traffic volumes (including changes in lane activity), traffic speeds, collision data, cycling surveys, pedestrian surveys, air quality analysis, and legal/illegal parking in bus lanes.

- 3.35 Off-peak parking and loading is currently permitted in all day bus lanes at a number of locations along the A702 (Lothian Road to Bruntsfield Place), Dalry Road, Gorgie Road and Lanark Road and the trials will make no change to this arrangement.
- 3.36 The surveys will also collect qualitative data on the effects of the changes (eg various user group opinion surveys). The Council is liaising with user groups, including SPOKES, with regard to the scope and design of the surveys.
- 3.37 The trials will allow a review of the appropriateness of the current peak periods bands ie 7.30am to 9.30am and 4.00pm to 6.30pm, Monday to Friday to be undertaken. They will also provide information regarding the interpeak and Saturday operation of buses on existing peak periods bus lanes.

Anticipated timeline

- 3.38 An assessment of the trials will be undertaken after they have run for nine months. If one or both of the trials are deemed to be successful, this will allow time for more consultation with organisations representing bus lane users before any decision is taken on making any of the changes permanent.
- 3.39 If Committee approves the making of the ETROs, the trials are scheduled to commence in September 2015. Nine months of trial data will be collected and these results, along with the 'before' data, will be reported to Committee in Autumn 2016. There is a time lag of several months before the Council receives road collision data from Police Scotland.
- 3.40 Further consultation with major user groups will be undertaken before the trial results are reported to Committee in Autumn 2016.
- 3.41 Should Committee decide in Autumn 2016 that it wishes to make any of the changes permanent, further Traffic Regulation Order processes would be required.

Measures of success

- 4.1 The trials will produce evidence that will allow decisions to be taken on the future operation of the city's bus lane network, taking account of the actual impact of these changes on all bus lane user groups.

Financial impact

- 5.1 The estimated costs associated with these proposals are, £250 to make the ETROs, £45,000 for signage, £20,000 for surveys and £11,000 for the media campaign. These costs will be funded from current bus lane Penalty Charge Notices' revenue.

- 5.2 Currently there are two bus lane cameras, operating in all-day bus lanes, on the A71 Calder Road. It is estimated that the change to peak periods operation would result in an annual reduction of up to 4,300 bus lane Penalty Charge Notices issued, with a potential reduction in income of up to £65,000 in the remaining six months of this financial year.
- 5.3 If either or both of the trials are unsuccessful, there will be additional costs to change the bus lane signs back to their current configuration.
- 5.4 It should be noted that the Council is currently assessing the need for bus lane camera enforcement at a number of additional sites throughout the city. Details of this assessment will be reported to a future Committee.

Risk, policy, compliance and governance impact

- 6.1 Some objectors have suggested that one of the trials conflicts with the Local Transport Strategy's Policies PubTrans1 and PubTrans7. It is suggested that the recommendations of this report do not conflict with these policies (refer to paragraph 3.20 to 3.24 of this report).
- 6.2 There are not expected to be any health and safety, governance or compliance implications arising from the proposals set out in the report.

Equalities impact

- 7.1 The bus lane trial will affect cyclists, by reducing the amenity provided by bus lanes. SPOKES have been consulted with regard to the design of some of the before and after surveys. SPOKES will be consulted, regarding any proposals to permanently make all-day bus lanes into peak periods bus lanes.
- 7.2 An objective of the Active Travel Plan is to increase the number of people with disabilities, age infirmities and young children to cycle and walk, more often and more safely and comfortably and therefore it has been identified that a robust ERIA will require to be undertaken during the implementation and throughout the trial period. This will involve working in partnership with key stakeholders eg Police Scotland, Road Safety Officers, SPOKES and EaRN (the city's Equality and Rights Network).
- 7.3 An update regarding the outcomes and recommendations of the ERIA will be presented in all future reports.

Sustainability impact

- 8.1 The impacts of this report, in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties, have been considered and the outcomes are summarised below.

- 8.2 Relevant Council sustainable development policies have been taken into account.
- 8.3 The proposals in this report will:
- not increase carbon emissions as it is expected that there will be no increase in traffic levels or changes in modal share as a result of the bus lane trials;
 - not significantly impact on the city's resilience in relation to the current and predicted impacts of climate change; and
 - help achieve a sustainable Edinburgh because an improved transport system will enable everyone to have the best possible access to jobs and essential services.

Consultation and engagement

- 9.1 Statutory consultation was undertaken as part of the ETROs' statutory process. Consultation with the major stakeholder groups will be undertaken before the trial results are reported to Committee in Autumn 2016. Further details of consultation and engagement are given in paragraphs 3.27 to 3.31 of this report.

Background reading/external references

- 1 Transport and Environment Committee (26 August 2014) - Bus Lane Network Review (Item 7.2)
http://www.edinburgh.gov.uk/meetings/meeting/3481/transport_and_environment_committee
- 2 Transport and Environment Committee (4 June 2013) - Bus Lane Camera Enforcement Expansion and Bus Lane Network Review (Item 7.8)
http://www.edinburgh.gov.uk/meetings/meeting/3004/transport_and_environment_committee
- 3 Objections to the Experimental Traffic Regulation Orders ETRO/14/38A and ETRO/14/38B.

John Bury

Acting Director of Services for Communities

Contact: Len Vallance, Senior Professional Officer, Projects Development

E-mail: len.vallance@edinburgh.gov.uk | Tel: 0131 469 3629

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – List of roads affected by ETRO/14/38A and ETRO/14/38B. Appendix 2 – Joint Objection from stakeholder organisations. Appendix 3 – The Council’s comments in response to joint Objection from stakeholder organisations. Appendix 4 – Joint Objections to ETRO/14/38A and ETRO/14/38B. Appendix 5 – Objections to ETRO/14/38A. Appendix 6 – Objections to ETRO/14/38B.

Appendix 1 – List of roads affected by ETRO/14/38A and ETRO/14/38B

ETRO/14/38A (To permit motor cycles to use bus lanes)

Roads affected:-

A1, southbound slip road (at Fort Kinnaird),	Haymarket Terrace,	Portobello High Street,
Balgreen Road,	Hillhouse Road,	Portobello Road,
Bankhead Drive,	Howdenhall Road,	Potterrow,
Barnton Junction,	Inverleith Row,	Princes Street,
Broomhouse Drive,	Lanark Road,	Queen Street,
Bruntsfield Place,	Leith Street,	Queensferry Road,
Burdiehouse Road,	Leith Walk,	Roseburn Terrace,
Calder Road,	Leven Street,	Slateford Road,
Clerk Street,	Liberton Brae,	South Bridge,
Comiston Road,	Liberton Gardens,	St Andrew Square,
Commercial Street,	Liberton Road,	St John's Road,
Corstorphine Road,	Lindsay Road,	St Patrick Square,
Craigmillar Park,	London Road,	St Patrick Street,
Dalkeith Road,	Lothian Road,	Stenhouse Drive,
Dalry Road,	Lothian Street,	Stenhouse Road,
Drum Brae South,	Mayfield Gardens,	Stevenson Drive,
Duddingston Park,	Melville Drive,	Stevenson Road,
Duddingston Park South,	Milton Road,	South Clerk Street,
East Preston Street,	Milton Road East,	South Gyle Access,
Earl Grey Street,	Milton Road West,	South Gyle Broadway,
Ferniehill Drive,	Minto Street,	Straiton Road,
George IV Bridge,	Morningside Road,	Telford Road,
Gilmerton Road,	Newington Road,	West Approach Road,
Glasgow Road,	Nicolson Street,	West Coates,
Gorgie Road,	North Bridge,	Willowbrae Road,
Great Junction Street,	North Junction Street,	York Place.
	Old Dalkeith Road,	
	Peffermill Road,	


ETRO/14/38B (To change the times of operation of all day bus lanes to peak periods bus lanes)

Roads affected:-

A1, southbound slip road (at Fort Kinnaird),	Gorgie Road,	Queen Street
Balgreen Road,	Great Junction Street	Slateford Road,
Bankhead Drive,	Lanark Road,	St Andrew Square,
Broomhouse Drive,	Leith Street,	Stenhouse Drive,
Bruntsfield Place,	Leith Walk,	Stenhouse Road,
Calder Road,	Leven Street,	Stevenson Drive,
Commercial Street,	Lindsay Road,	Stevenson Road,
Dalry Road,	Lothian Road,	South Gyle Access,
Earl Grey Street,	North Junction Street	South Gyle Broadway,
	Princes Street,	West Approach Road,
		York Place.

SP KES *The Lothian Cycle Campaign*

Postal address [we have no staff]: St. Martins Community Resource Centre, 232 Dalry Road, Edinburgh EH11 2JG
 Website: www.spokes.org.uk Email: spokes@spokes.org.uk Twitter: @SpokesLothian Answerphone: 0131.313.2114

If replying by email, please use... 

Traffic Orders
 Services for Communities
 City of Edinburgh Council
 High St
 Edinburgh EH1 1YJ

trafficorders@edinburgh.gov.uk

15.2.15

Dear Sir/Madam

ETRO/14/38B¹ Bus Lanes - Operational Hours Experimental Order **ETRO/14/38A² Bus Lanes - Permitted Vehicles Experimental Order**

We are writing on behalf of the undersigned organisations, which represent many walkers, cyclists and bus users, to object to the above Orders.

CONTENTS

- ◆ **Background**
- ◆ **The Proposals**
- ◆ **Why the Orders should be rejected**
 - Contrary to policies in the Council's own Local Transport Strategy
 - The impact on cycling and cyclists
 - The impact on walking and walkers, including children walking home from school
 - Toxic traffic pollution may worsen on the footway
 - Permitting motorcycles in bus lanes likely to result in more breaking of speed limits
 - Consultation with the public was non-existent, and did not consider walking or cycling
 - Monitoring over 9 or even 18 months cannot uncover long-term impacts on modal shift
 - Leith Walk's government-supported "exemplary" project is compromised – and this could also impact on the Council's ability to attract government funding for similar future schemes
 - The proposals give the wrong message to Edinburgh's citizens as to how the Council wishes the City to develop, and may result over the long term in negative modal shift.
- ◆ **Our Request**

1 <http://www.edinburgh.gov.uk/downloads/download/1060/etro1438b>

2 <http://www.edinburgh.gov.uk/downloads/download/1059/etro1438a>

BACKGROUND

The Council is succeeding in the excellent policies of its Local Transport Strategy, to increase walking, cycling and public transport use, whilst reducing car use. The recent census^{3,4} provided clear evidence of this success. Indeed Edinburgh is on the verge of overtaking Glasgow for the proportion of work trips made by public transport and, unique in Scotland, it has achieved a declining proportion of people who drive to work. Thanks in part to the Car Club, fostered by the city, Edinburgh is also the only Scottish Council to see a rising proportion of households not owning a car.

In this context it is surprising and disappointing that the Council now proposes to retreat on one of the policies which has led to these major and hard-won achievements, its bus lane network. We believe that this decision is a result of a narrow consultation that did not adequately engage key stakeholders or the affected public. Bus lanes are important not only for bus users but for cyclists (in the absence of segregated lanes) and for pedestrians on the footway. Furthermore this is at a time when Glasgow is consulting⁵ on strengthening its own bus network by converting peak hour bus lanes to all-day or even to 24/7, to provide consistent and reliable bus services. A current major Glasgow bus project⁶ has the specific objective to *"increase public transport priority relative to private cars."*

THE PROPOSALS

Edinburgh proposes to rationalise all bus lanes into peak-hour only (with a few small exceptions such as contra-flow lanes where 24-hour operation is essential for safety reasons) effectively also scrapping Saturday bus lanes entirely; and also to allow motorbikes into the residual peak-hour bus lane network. A total of 22km of all-day bus lanes is affected by the peak-hour-only proposal.

The Committee report⁷ authorising the TROs justifies the proposed reduction of bus lane hours on the grounds [3.7] that all-day bus lanes offer "little" benefit to buses "under normal traffic conditions", and that [4.2] motorists would find life easier if they knew that every bus lane (with a few exceptions) would be peak-hour only. **Shockingly, the report completely fails to discuss or even to mention the impact of the cutback in bus lane hours on pedestrians or cyclists.** The impact on cyclists of allowing motorbikes into bus lanes is briefly discussed [3.21 on].

The report states that the proposals are the result of "a consultative review" [1.1.1]. In our view there has not been an adequate "consultative review" and certainly nothing on the lines of the very transparent current Glasgow consultative review [referenced above]. Unlike Glasgow's consultation on changing hours of operation, a letter⁸ and survey⁹ in March 2014, to which we responded¹⁰, gave no indication that a major cutback in bus lane hours was an option being considered.

It may be argued that the present proposal is an "experiment" which can be discontinued if not successful. If an experiment is to be undertaken, it should be on the basis of advancing the Council's Local Transport Strategy objectives on public transport, walking and cycling, not retreating from them. For example, an experiment rationalising bus lanes such that they all become all-day.

3 http://www.spokes.org.uk/wordpress/wp-content/uploads/2014/01/1401-Census-Edinburgh-travel-analysis-PIB_No_1_Jan_14.pdf

4 http://www.spokes.org.uk/wordpress/wp-content/uploads/2014/01/1401-Census_2011-Edinburgh-fullrpt-Transport_and_travel.pdf

5 <http://www.heraldscotland.com/news/transport/glasgow-drivers-face-24-hour-ban-from-all-bus-lanes.116309351>

6 <https://www.glasgow.gov.uk/councillorsandcommittees/submissiondocuments.asp?submissionid=73217>

7 http://www.edinburgh.gov.uk/download/meetings/id/44353/item_72_-_bus_lane_network_review

8 <http://www.spokes.org.uk/wordpress/wp-content/uploads/2009/03/Letter-97913OUTn-21Mar14.pdf>

9 <http://www.spokes.org.uk/wordpress/wp-content/uploads/2009/03/Bus-lane-User-Annual-Survey-21-March-14.xlsx>

10 <http://www.spokes.org.uk/wordpress/wp-content/uploads/2009/03/1404-CEC-Bus-lane-survey-response.pdf>

- The Council also proposes to allow **motorcycles** in bus lanes (at all times). This is likely to reduce the attractiveness of bus lanes for cycling, thus cutting use, contrary to the Council's policies and targets. Reports of a London trial¹⁵ show no clear impact on pedestrian or cyclist casualties, but show a significant rise in motorcyclist injuries, in motorcyclist speeds, and in motorcycles exceeding the speed limit. After a period of enforcement, a further survey¹⁶ showed some improvements, but 40%-60% still exceeded speed limits. These concerns over speeding are heightened by the responses to Edinburgh's own 20mph consultation¹⁷, in which every identified grouping, including car users, supported the plan, apart from motorcyclists, who opposed it by three to one. A further London study showed motorcycle emission reductions¹⁸ when bus lane use is permitted, but at under 1% for small machines, and no more than 10% for large.
- **Consultation** in advance of the Traffic Orders has been seriously inadequate. It would appear from the above-mentioned August Council report that the "review" which led to this proposal consisted of little more than monitoring lanes for off-peak bus delays (and even then only "under normal traffic conditions"). There is no mention whatsoever of consulting affected bus users, walkers or cyclists. Yet, for example, schools near the affected roads may have major concerns if more lorries and cars are to be allowed right next to footways, instead of being separated by a bus lane, at the very time when kids are walking home. Parents taking the pushchair out to the shops or the park in the afternoon may too have concerns about greater pollution, splashing and noise.

Wide public consultation was not undertaken for the proposals. Yet rationalising bus lane hours to peak-time only is a major policy change and a clear departure from the Council's Local Transport Strategy. In contrast relevant sections of the public *were* consulted on other major transport innovations, such as the 20mph plans, school streets, Leith Walk, the city centre, and so on.

- **Monitoring of the experiment**, however well designed, can not be conclusive, and certainly not over just a 9-month period (the length of time before a decision will be taken on permanent Orders) or even an 18-month period. Of course, monitoring can come up with the obvious counts showing whether buses have been delayed, or whether speed limits are broken more often. But decisions made on such data will miss the more subtle but perhaps more significant effects of the bus lane hours cutback. For example, how will the monitoring identify any long-term trend if some motorists gradually adapt to the change and use car instead of bus when travelling off-peak? Will it identify any long-term trend as people who might have tried using a bike do not do so in future because the bus lanes are trafficked throughout the day? Does the monitoring assess whether toxic pollutants are higher on the footway when more traffic is immediately adjacent?
- The proposals impact seriously on **Leith Walk**. They are contrary to the design principles applied as part of the Leith Programme, and also contrary to the priorities identified in local consultation¹⁹. Furthermore, the Council has received considerable external funding from the Scottish Government in order to create "exemplar" active travel infrastructure on this street. These proposals will partially undermine this investment, and thereby lessen the Council's chances of obtaining similar funding in future schemes.
- Finally, the proposals give exactly the wrong message as to **the direction in which the Council wishes the city to develop**. The LTS has truly dramatic targets to *reduce* car use – from 43% of all trips (i.e. including off-peak) in 2010 to 31% in 2020. The current proposal, to reduce bus priority in favour of car convenience, gives the opposite message to the public and, indeed, may bring negative modal shift by making off-peak car trips more convenient. Yet off-peak is the very time when Lothian Buses need maximum patronage to enhance financial efficiency.

15 <https://www.tfl.gov.uk/cdn/static/cms/documents/motorcycles-in-bus-lanes-full-report.pdf>

16 <http://www.tfl.gov.uk/assets/downloads/motorcycles-in-bus-lanes-report.pdf>

17 http://www.edinburgh.gov.uk/download/meetings/id/45788/item_72_-_delivering_the_lts_2014-2019_-_20mph_speed_limit_roll_out_-_proposed_network

18 <https://www.tfl.gov.uk/cdn/static/cms/documents/pt-emissions-study.pdf>

19 <https://docs.google.com/document/d/12puRvMx6ogHvXVTOE1UbrzFtF8vznSZZTGIDA8HSn80/edit>

WHY THE ORDERS SHOULD BE REJECTED

- The proposal to downgrade bus lane hours sits very uneasily with policies in the Council's *Local Transport Strategy*¹¹, and arguably directly contradicts it. The Committee report quotes the LTS but does not attempt to reconcile its peak-hour-only proposals with the clear LTS policies to *prioritise* buses and where possible *enhance* bus lanes.
 - ◆ **PubTrans1:** The Council will presume in favour of giving buses and Trams priority over other motorised traffic.
 - ◆ **PubTrans7:** The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise.

- The Local Transport Strategy begins its **Cycling** section [9.2] with a very perceptive sentence, “*The attractiveness of cycling is dependent on the degree to which the road network is dominated by moving or parked motor vehicles.*” Until we have segregated cycle facilities on arterial roads, bus lanes provide a wide area of roadspace in which this “domination by moving or parked vehicles” is significantly reduced. Peak hour bus lanes are very valuable for cycle commuters. However, off-peak lanes are just as valuable when using a bike for **shopping, school travel, and the multitude of other off-peak journey types**. Many of these trips are by the **less confident type of cyclist**, who is understandably deterred by the constant presence of cars and lorries rather than just the occasional (and well-trained) Lothian Buses driver. A council with a target of 10% of *all trips* by bike in 2020 (not just commuting trips) should not be removing this facility – or, at least, not until segregated cycling provision is made.

- The Local Transport Strategy begins its **walking** section with policy Walk1, “*The Council will seek opportunities to improve pedestrian facilities...*” Nowhere is there any policy to downgrade pedestrian facilities, yet that is exactly what this proposal will do for *22 kilometres of footway* along Edinburgh arterial roads, by bringing lorries and cars adjacent to the pavement throughout the off-peak day and all day Saturdays, when currently they are separated from the footway by the bus lane. Motor vehicles immediately adjacent to the footway mean increased pollution [see next para], noise, splashing, scariness and, on occasions, danger. We recall that the first response received by the Council after the installation of its first ever cycle lane was not from a cyclist but from a pedestrian who said how much nicer it was pushing her pram along with no more splashing from lorries on wet days (and of course a bus lane gives even more protection). We also highlight the fact that the Council's plan to abolish off-peak bus lanes will particularly hit **school children on their way home** as well as families out walking to the shops or the park on Saturdays.

- Edinburgh City Council faces continued problems over toxic air pollution, with several roads continuing to exceed Scottish air quality standards which should have been achieved by the end of 2005, and with estimates by *Health Protection Scotland* of 200 premature deaths a year as a result¹². Given that pollution (as also noise pollution) declines rapidly with distance, bus lanes are likely to reduce the pollutants breathed in by walkers and, to a lesser extent, cyclists using the bus lanes. Whilst we have not found any studies which assess the effect of a gap of 3m-4m (a typical bus lane width) a paper by Brugge et al¹³ states “*recent studies have shown that sharp pollutant gradients exist near highways*” and reports that particle concentrations decreased 5-fold within just 30m of a roadway. Figure 1 in that paper¹⁴ shows an extremely rapid decline in certain particle concentrations with distance. Is it really worth taking this risk for so little benefit? Allowing lorries and cars into the bus lanes just at the times when children are most likely to be using the footways seems a highly retrograde decision.

11 http://www.edinburgh.gov.uk/download/downloads/id/3525/local_transport_strategy

12 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

13 <http://www.ehjournal.net/content/6/1/23>

14 <http://www.ehjournal.net/content/6/1/23/figure/F1>

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Appendix 3 - The Council's comments in response to Objections from stakeholder organisations

Objectors' concerns	Response
1. Impact on Cyclists	
<p>That the proposed change to bus lane operating hours will result in a loss of amenity during the weekday interpeak (9.30am to 4.00pm) and all day Saturday (8.30am to 6.30pm) and will also discourage people from cycling; and</p>	<p>The Council accepts reducing the all day bus lane hours to peak period bus lanes will mean that during the trials there will be some loss of amenity for cyclists, as there will be an increased level of interaction with general traffic within bus lanes.</p> <p>The 26 August 2014 Transport and Environment Committee report, paragraph 7.1 stated that 'the bus lane trial will affect cyclists, by reducing the amenity provided by bus lanes'.</p>
<p>That the proposals to change bus lane operating hours and to allow motorcycles to use bus lanes will cause safety concerns due to cyclists having to interact with general traffic during the interpeak period and on Saturdays in bus lanes that currently operate all day (around one third of the bus lane network) and with motorcyclists during the operating hours of all bus lanes.</p> <p>It is also suggested that motorcycles in bus lanes are more likely to exceed speed limits.</p>	<p>The trial to change all day bus lanes into peak periods bus lanes will replicate the road conditions that are currently experienced by cyclists in the existing peak periods bus lane corridors (approximately 60% of the bus lane network).</p> <p>An initial analysis of the last five years of complete data (2009 to 2013) that showed that in the interpeak period and on Saturdays there was no significant difference in the number or severity of accidents involving cyclists between all day bus lanes and peak periods bus lanes.</p> <p>Transport for London (TfL) has undertaken two extensive trials of allowing motorcycles access to bus lanes; the first from January 2009 to July 2010 and the second from July 2010 to January 2012.</p> <p>After the trials, TfL decided to give motorcycles permanent access to the majority of the Capital's red routes. TfL states on its website that 'the safety of motorcyclists and other vulnerable road users is unaffected...'</p> <p>In addition to London the following cities allow or partially allow motorcycles to use bus lanes: Bath, Bedford, Belfast, Birmingham, Colchester, Derby, Hull, Leicester, Newcastle, Plymouth, Reading,</p>

	<p>Sheffield, Sunderland and Swindon.</p> <p>Collision data will be monitored throughout the trials and, if at any stage serious concerns regarding safety emerge, they can be abandoned at short notice.</p> <p>With regards to motorcycle speeding, traffic volume and speed surveys within bus lanes will be undertaken as part of the trial.</p> <p>The Council will also undertake before and after cycle surveys to ascertain if there is any significant change in cycling levels during the trials. Opinion surveys will also be undertaken to record cyclists' views on the impact of the changes.</p> <p>The trials' results will be reported to Committee prior to any decision to implement the changes on a permanent basis.</p>
<p>2. Impact on Air Quality</p>	
<p>That the proposed change to bus lane operating hours will lead to an overall decrease in air quality, due to a perception that traffic levels will increase along the affected corridors; and</p>	<p>The Council believes there will not be a significant increase in either overall air pollution levels along the affected corridors or exhaust pollution experienced by pedestrians. The belief is based on the following rationale:-</p>
<p>That the proposed change will lead to an increase in the levels of exhaust pollution experienced by pedestrians, as more traffic will use bus lanes and therefore be closer to pedestrians. 'Bus lanes are likely to reduce pollutants breathed in by walkers and to a lesser extent cyclists using the bus lanes'.</p>	<p>Initial interpeak surveys, undertaken in 2014 in all day bus lanes, showed that buses were not being delayed and traffic was generally flowing freely at most locations.</p> <ul style="list-style-type: none"> • Under free flowing traffic conditions there is little advantage to be gained by general traffic from using the bus lane in preference to the adjacent traffic lane. • It is therefore reasonable to expect a considerable proportion of general traffic to continue to use the general traffic lane, rather than the bus lane. This behaviour can currently be commonly seen at existing peak periods bus lanes outwith their hours of operation.

	<ul style="list-style-type: none"> • Interpeak loading and parking bays at a number of locations along the affected corridors, especially in the city centre and local shopping areas will also discourage general traffic from using the bus lanes. • There are large stretches of the affected bus lanes where the footway is not directly next to roadside, eg A71 Calder Road and the West Approach Road. <p>Before and after traffic volume and speed surveys will be undertaken at a number of locations on affected corridors and also on two corridors not involved in the trial, to provide control results for comparison. These will provide data from which vehicle emissions can be calculated and will determine whether the trials have resulted in a significant impact on air quality.</p> <p>The air quality results will be reported to Committee prior to any decision to implement the changes on a permanent basis.</p>
3. Impact on Pedestrians	
That the proposed change to bus lane operating hours will downgrade pedestrian facilities in affected areas by increasing pollution, 'noise, splashing, scariness and, on occasion danger'. (also see '2 Impact on Air Quality').	The Council believes that the proposed changes will not downgrade pedestrian facilities in affected areas based on the rationale give in the previous section.
4. Impact on Modal Shift	
That the proposed change to bus lane operating hours will cause modal shift back to the use of the car by making off-peak car trips more convenient.	<p>The Council believes that the trials will not significantly impact on modal shift.</p> <p>While bus lanes do offer significant benefits to bus operators and users, these benefits mainly relate to journeys undertaken during the peak periods. As previously explained, allowing general traffic to use bus lanes in interpeak periods is unlikely to introduce any significant disbenefit to buses or advantage to general traffic, as traffic is generally free flowing anyway. It will not therefore increase the attractiveness of using the</p>

	<p>private car instead of public transport or active travel.</p> <p>Before and after traffic volume surveys will be used to determine whether the trials have an impact on travel modes on affected corridors. Before and after bus journey times data will be used to measure changes to bus journey times.</p> <p>The trials' results will be reported to Committee prior to any decision to implement the changes on a permanent basis.</p>
<p>5. Contrary to Council's Local Transport Strategy (LTS)</p>	
<p>The proposed changes sit very uneasily with policies in the Council's LTS, and arguably directly contradicts these.</p> <p>PubTrans1 – The Council will presume in favour of giving buses and Trams priority over other motorised traffic; and</p> <p>Pubtrans7 – The Council will continue to maintain the bus lane network, review it regularly and it extend it or enhance it where opportunities arise.</p>	<p>It must be stressed that these proposals are trials to allow data to be collected to assess the impact of the proposals and are not at this stage permanent proposals.</p> <p>The Council undertook a review of the bus lane network in 2014, which included a review of bus lane operational hours. Surveys undertaken as part of the review indicated that all day bus lanes offered little additional operational benefit to buses, compared to peak periods lanes.</p> <p>However, observations could only be carried out on a small percentage of the city's 65km bus lane network and on a limited number of occasions. It was therefore decided to recommend a trial, which would allow a more comprehensive and robust analysis of the impacts of this proposed change on all user groups to be undertaken prior to making any decision to introduce permanent changes.</p> <p>The trials will be monitored throughout their operation and, if at any stage serious concerns regarding safety or impact on bus or tram operations emerge, they can be abandoned at short notice.</p> <p>It should be noted that the city's tram operator nor any of the bus operators objected to the ETROs.</p>

<p>6. Consultation</p>	
<p>Consultation in advance of the Traffic Orders has been seriously inadequate; and</p> <p>Wider public consultation was not undertaken for the proposals.</p>	<p>As part of review of the Bus Lane Network Review, a variety of organisations representing bus lane users were asked to provide their views regarding bus lane hours and allowing motorcycles and Private Hire Cars into bus lanes. Bus operators, taxi operators, cycling organisations, including SPOKES, and the police were asked to contribute to this survey.</p> <p>In April 2014, a presentation on the Bus Lane Network Review was given to the Council's Transport Forum. After the presentation, a workshop was held to discuss all day bus lanes and whether other vehicle classes should be allowed to use bus lanes.</p> <p>At its meeting on 26 August 2014, Committee approved the promotion of the two ETROs necessary to trial the proposals. The ETRO process involves consultation with statutory bodies and public advertisement of the draft proposals. This allows for objections to the proposals to be submitted by stakeholders and the public and for these to be considered by Committee, prior to it making a decision on whether to proceed with the trials.</p> <p>The trials will allow data to be collected so that the impact of the proposals can be determined. Further consultation will then take place with major stakeholder groups on the results of the trials before they are reported to Committee in June 2016.</p> <p>If the trials are deemed to be successful, permanent Traffic Regulation Orders would be required. This would provide a further opportunity for stakeholders and the public to comment or object.</p>

7. Leith Programme	
<p>The proposed changes will compromise the Leith Programme, which have been part funded by the Scottish Government.</p>	<p>Most of the cycle facilities being provided under the Leith Programme are outwith bus lanes and will therefore be unaffected by the changes. The Council also believes that the changes will not impact adversely on pedestrians (see also 3. Impact on Pedestrians).</p> <p>The trials' results will be reported to Committee prior to any decision to implement the changes on a permanent basis.</p> <p>The Council is developing the designs for the Leith Programme in partnership with Sustrans and will ensure that these continue to reflect the aspirations that led to the funding award from the Scottish Government.</p>

Appendix 4 – Joint Objections to ETRO/14/38A and ETRO/14/38B

No	ID	Objection's Summary	Response
1	Gorgie Dalry Community Council	<p>The proposal to trial making all bus lanes into peak periods bus lanes contradicts the Council's Local Transport Strategy policies, PubTrans1 and PubTrans7, 'which promises to prioritise buses and enhance bus lanes'. The LTS begins its walking section with policy Walk1, "The Council will seek opportunities to improve pedestrian facilities..." 'Bus lanes provide a wide area of road space in which this "domination by moving or parked vehicles" is significantly reduced. Off-peak lanes are really important when using a bike for shopping, school travel, and a multitude of other off peak journey types. Many of these trips are by the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries...'. That the proposed change to bus lane operating hours will, in affected areas, downgrade pedestrian facilities, by allowing general traffic and motorcycles into bus lanes, during the interpeak and Saturdays, bring them closer to pedestrians and this will increase pollution, 'noise, splashing, scariness and, on occasion danger'. The proposal to trial making all bus lanes into peak periods bus lanes 'will particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays'. The proposal to trial allowing motorcycles into bus lanes is likely to reduce the attractiveness of bus lanes for cycling, thus discouraging cycling. The proposals are being implemented without prior public consultation.</p>	<p>See Appendix 3 for the Council's response to the points raised in the objection. It must be stressed that the ETROs' proposals are not permanent but relate to trials that will allow data to be collected and studied to assess the impact of the proposals. Before and after surveys will be undertaken to measure bus journey times, traffic volumes (including changes in lane activity and modal shift), traffic speeds, collision data, cycling surveys, pedestrian surveys, air quality analysis, and legal/illegal parking in bus lanes.</p>

- 2 Leith Central Community Council The proposal 'appears to be in contradiction' of the Council's Active Travel Action Plan target to achieve 10% of all trips to be by bike. The proposals 'would encourage more motorised traffic rather than more active travel'. By reducing of the operating hours of bus lanes on Leith Walks, 'people will be deterred from walking and cycling on Leith Walk'. 'They will either be fearful of the increased traffic or join it because of convenience. We also believe it will have a negative impact on the local businesses as people will not want to walk and or sit right next to fast moving cars and motorcycles, especially during weekends'. 'Pollution has been a long-standing problem in Leith. Encouraging more motorised traffic will aggravate the situation'. 'Peak hour bus lanes are very valuable for cycle commuters. However, off-peak lanes are just as valuable when using a bike for shopping and a multitude of other off-peak journey types. Many of these trips are by the less confident type of cyclist, who may well be deterred by the constant presence of cars and lorries...'. Allowing motor cyclists in bus lanes will equally deter the less confident cyclist.
- See response to Objection 1.

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| 3 Sustrans
Scotland | <p>The needs of cyclists have not been fully considered before issuing the proposals' Experimental Traffic Regulation Orders. The proposal to trial making all day bus lanes into peak periods bus lanes 'will not help to encourage cycling in the city'. Under the proposals, cyclists would have to share the bus lanes with general traffic, buses and taxis during the interpeak and Saturdays. Sustrans 'do not think that this is conducive to encouraging more people to cycle'. The Local Transport Strategy sets targets to reduce car use from 43% of all trips in 2010 to 31% in 2020 and cycling, 15% of journeys to work by 2020 and 10% of all trips by 2020. To achieve these cycling targets, 'it is imperative that facilities for cyclists are both maintained and improved'. The proposal 'will essentially encourage more car usage' and will not help increase the levels of cycling. The proposal is contrary to the Council's Local Transport Strategy policies, particularly PubTrans1 and PubTrans7. Are also opposed to allowing motorcycles in bus lanes at all times of the day. The proposals should not be implemented 'as they will not help to encourage more cycling in the city and they also have the potential to have a detrimental impact on the city's excellent bus services'. The public has not been properly consulted on the proposals. If the Council 'wishes to rationalise bus lanes, Sustrans 'strongly recommend that they consider making them either all-day or 24/7' and that a 'thorough public consultation' is undertaken before making any such changes.</p> | See Appendix 3 (Section 1 to 6). |
| 4 Transform
Scotland | <p>The proposals are contrary to the Council's Local Transport Strategy policy's PubTrans7. The proposals to trial making all day bus lanes into peak periods bus lanes 'gives the signal that greater private transport access within the City is being promoted at the expense of public transport provision'. Transform Scotland 'are happy to be associated with the detailed objections submitted by Living Streets Scotland, Spokes the Lothian Cycle Campaign, and the Scottish Association for Public Transport.</p> | See Appendix 3 (Section 4 and 6). |

5	AB10 7LJ	Proposals will impact on modal shift 'with car friendly bribes that limit the effectiveness of networks for more sustainable modes'. Abandon proposals 'and look instead to further increase the reliability of the public transport network'.	See Appendix 3 (Section 1 and 4).
6	EH10 4AL	The proposals are contrary to the Council's Local Transport Strategy 'which promises to prioritise buses and enhance bus lanes'. The proposals will discourage and endanger cyclists and 'expose pedestrians to increased traffic pollution'. There was no public consultation and the proposals did not consider cyclists.	See Appendix 3 (Section 1,2,3,5 and 6).
7	EH10 4HR	Is concerned that that the proposals will make 'it more difficult for cyclists in the city'. 'Bus Lanes are a lifeline. My own experiences of cycling up and down Leith Walk to commute to work last year makes me deeply concerned by these proposals as I relied heavily on the bus lanes and without them would not have had the confidence to cycle'.	See Appendix 3 (Section 1 and 7).
8	EH10 4HT	Impact on cyclists - removal of amenity and protection will make it more dangerous, thus discouraging cycling. Negative impact on air quality as it will encourage modal shift to car use thus increasing air pollution. Contrary to Council's Local Transport Strategy of encouraging Public Transport use, proposals will impede public transport's performance and reduce its attractiveness.	See Appendix 3 (Section 1,2,4,5 and 6).

- 9** EH10 4JW Concerned that the proposal to trial changing all day bus lanes into peak period bus lanes will make it more dangerous for cyclists at the inbound downhill section of bus lane on Lothian Road/Earl Grey Street. 'Even right now this road can be terrifying to cycle down, particularly in light, free-flowing off-peak traffic where car drivers enjoy to go no slower than the speed limit which leads to large speed differences between them and bus lane users...' 'These two groups of road users are currently still separated thanks to the existence of the bus lane, but the proposed changes to this lane would eliminate this important buffer zone which can accommodate road users going at less than the speed limit, particularly cyclists'. 'Given the obvious dangers of mixing road users of very variable speeds in the same lane I would urge you to reconsider both of the proposed orders'. See Appendix 3 (Section 1).
- 10** EH10 4SL The proposals are contrary to Council's policy as they 'prioritise private transit over public transit' which 'contribute to pollution'. 'Edinburgh Council has wisely set a goal of increasing cycling' and 'bus lanes are a haven for cyclists'. The proposals, by reducing bus lane hours and allowing motorcycles into bus lanes, will discourage cycling. There was no prior public consultation and the proposals 'should not go ahead without a full public consultation'. See Appendix 3 (Section 15 and 6).

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| 11 | EH10 5HY | <p>These proposals are very much against the spirit of most of CEC's recent (good) initiatives on Active Travel and discouraging car use. The proposals are contrary and 'against the spirit of the Council's Local Transport Strategy and its Active Travel Action Plan. 'It is a good idea to review locations and operating hours of bus lanes, however (in line with above) it is reasonable to assume that some current p/t lanes should be made full time - not all the other way round'. 'Increasing the amount of available road space during the day will discourage cycling (in particular further discouraging those currently reluctant to try cycling) and (probably) increase the amount of traffic - and possibly speed'. If the proposal to trial changing all day bus lanes into peak periods bus lanes goes ahead the bus lanes 'on Leith Walk (in the process of being made more pedestrian/cycle 'friendly' - and due to be 20mph should definitely not be included'.</p> | See Appendix 3 (Section 1,3,4,5 and 7). |
| 12 | EH10 5HZ | <p>Proposals contradict the Council's Local Transport Strategy, specifically policies PubTrans1 and PubTrans7. 'There has not been proper public consultation about these proposals'. The proposals will act to discourage cycling by increasing the conflict between cyclists and other vehicles. They will act to discourage walking by making the road close to the pavement busier and more polluted than at present and they will increase pollution and carbon emissions. The proposals will encourage more low-occupancy vehicles onto the road and will discourage people from taking the bus, cycling or walking.</p> | See Appendix 3 (Section 1 to 5). |
| 13 | EH10 5PR | <p>Impact on cyclists - Bus lanes 'provide a safer cycling environment 'and the proposals remove amenity and protection, making it more dangerous, thus discouraging cycling. These proposals 'seriously undermine' the Council's policies which are generally supportive of encouraging and increasing cycle journeys. Allowing motorcycles into bus lanes 'would also discourage and be a threat to the safety of cyclists'.</p> | See Appendix 3 (Section 1 and 5). |

- 14** EH10 5PR Proposals are contrary to the Council's Local Transport Strategy 'to encourage cycling in the city'. 'Allowing motor cycles to use bus lanes would be dangerous for cyclists and would discourage people new to cycling from beginning to cycle. Permitting cars to use all bus lanes outwith peak hours and on Saturdays will be likewise both more dangerous and more intimidating for cyclists. In addition, these measures discourage walking by bringing motor vehicles closer to pedestrians and appear to promote private car and motor cycle use rather than active travel and public transport'.
- See Appendix 3 (Section 1 to 5).
- 15** EH10 5QL It is important to keep our bus and cycle lanes open as often as possible, and free from other traffic. Not only is this necessary to ensure that public transport remains a faster and thus more appealing option than car travel, it is important in order to maintain any appeal for cyclists, and indeed walkers on adjacent pavements to these lanes. Bus users, pedestrians and cyclists are very valuable to our efforts to reduce air pollution and fossil fuel use. The proposals will discourage people from walking (especially schoolchildren, who would be affected by the proposed time changes) and cycling' .
- See Appendix 3 (Section 1 to 4).

16	EH10 6BN	<p>The proposal to trial all day bus lanes to peak periods is contrary to the Council's Local Transport Strategy to encourage public transport use and cycle use over private car use. The proposal will delay buses and discourage bus use. The proposal 'will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes' and will discourage pupils from walking home from school... as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting'. 'Removing bus lanes is basically increasing the road capacity for private motor vehicles and will encourage modal shift toward the private car', increasing pollution levels. Removing bus lanes will also encourage illegal parking in the bus lanes during off-peak hours. 'Not aware of any proper consultation or study that was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''. Suggests all bus lanes should be 7.00 am to 7.00 pm, 'this would simplify matters for motorised vehicle drivers'</p>	<p>See Appendix 3 (Section 1 to 6). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.</p>
17	EH10 6BN	<p>Negative impact on modal shift, discourage car users using public transport, thus causing further congestion and longer journeys to work.</p>	<p>See Appendix 3 (Section 2 and 4).</p>
18	EH10 6PY	<p>The proposals are contrary to Council's Local Transport Strategy, including policies PubTrans1 and PubTrans7 and 'appears to be strongly in favour of the private car driver, who is very largely responsible for congestion in the city'. 'All-day bus lanes also provide significant safety benefits—at all times of day—to people using bicycles. This is because the lanes help ensure that private motor vehicles are kept at a distance...'</p>	<p>See Appendix 3 (Section 1, 4 and 5).</p>
19	EH11 1HZ	<p>Contrary to the Council's Local Transport Strategy and the Active Travel Action Plan 'under which council committed to improving and expanding bus lanes, not reducing their hours of activity'. Encouraging more private car use will increase city centre congestion, 'cannot see how this will help Edinburgh deal with its air pollution targets'. Bus lanes provide 'cyclists with a small respite from traffic on some of our busiest roads'. Allowing motorcycles into bus lanes will make bus lanes more dangerous for cyclists and discourage people from cycling.</p>	<p>See Appendix 3 (Section 1, 2, 4 and 5).</p>

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| 20 | EH11 1PN | <p>The proposals are contrary to the Council's Local Transport Strategy including policies PubTrans1 and PubTrans7. Reducing the bus lane hours is 'prioritising those motorised vehicles over buses' and will encourage modal shift towards cars, traffic levels will increase as well as pollution levels. Accident levels will also increase. 'Bringing cars closer to pavements will bring that pollution closer to pedestrians. Heavy vehicles and motorcycles (the fastest vehicles on the road) will be inches away from pedestrians. Motorcycles will be using the bus lanes at all times', putting cyclists at greater risk.</p> | See Appendix 3 (Section 1 to 5). |
| 21 | EH11 1QE | <p>'The bus lanes are completely unusable for cyclists at the times when car drivers are allowed in them. The effect of these orders will be to take cyclists' especially hesitant cyclists, like children, off the roads and increase car traffic.</p> | See Appendix 3 (Section 1 and 4). |
| 22 | EH11 1RT | <p>The proposals are contrary to the Council's Local Transport Strategy 'which promises to prioritise buses and enhance bus lanes'. Bus lanes provide a wide area of road space in which this "domination by moving or parked vehicles" is significantly reduced. Off-peak lanes are really important when using a bike for shopping, school travel, and a multitude of other off peak journey types. Many of these trips are by the less confident cyclist, who is understandably deterred by the constant presence of cars. Allowing motorcycles into bus lanes at all times will also deter more cyclists from using them. Overall these proposals will deter cyclists. The proposal to change all day bus lanes into peak periods bus lanes 'will make walking more difficult for 22 kilometres of footway along Edinburgh arterial roads' and this will lead 'to increased pollution, noise, splashing, scariness and, on occasions, danger, for pedestrians'. It will 'particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays'.</p> | See Appendix 3 (Section 1,2,3 and 5). |

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| 23 | EH11 1TN | <p>The proposals are contrary to the Council's own Local Transport Strategy, policies PubTrans1 and PubTrans7. They will discourage cycle use, and make cycling more dangerous and unpleasant as cars and lorries will be using the lanes. Increasing road capacity for private vehicles will encourage more use of them, thus increasing pollution and accident risk. There was no prior public consultation regarding the proposals.</p> | See Appendix 3 (Section 1,2,4,5 and 6). |
| 24 | EH11 3HU | <p>The proposed bus lane changes, to make all lanes part-time only, will have an adverse impact on pedestrians and cyclists, since general traffic will be closer, making air pollution worse and putting them in greater danger. The proposals 'would most likely result in reducing the number of cyclists, since the lanes would no longer be attractive'. The proposals are contrary to the Council's Local Transport Strategy, policies PubTrans1, PubTrans 7, and the section on Cycling, 9.2). Objects to motorcycles being allowed access to bus lanes - 'A similar trial in London resulted in an increase in m/c casualties, in m/c speeds and in numbers of motorcyclists exceeding the speed limit, which even after interventions, was as high as 40-60%. Again, this will act as a deterrent to cycling, and worsen conditions for pedestrians'. Lack of public consultation, the proposals 'should be withdrawn pending wider consultation' and there should be wider public consultation including considering all day and 24 hour bus lanes options.</p> | See Appendix 3 (Section 1,2,3,5 and 6). |

25	EH12 5TF	<p>Believes that the proposals ‘will have negative impacts on cyclists and pedestrians as it reduces segregation of cyclists from traffic and will lead to an increase in injuries and deaths’.</p> <p>‘The proposal to allow motorcycles access to this lane has been statistically proven in trials in London, to lead to increased speeding by motorcyclists and an increase in accidents and injuries to themselves. This will inevitably have an impact on other road users, in particular those exposed to more risk, pedestrians (the elderly and children especially) and cyclists’. ‘Traffic pollution’ – the proposals will make ‘the road network a more unpleasant place for public health and will discourage people from taking up cycling. The proposals are contrary to the Council’s Local Transport Strategy, that is, ‘priority for a bus and cycle network and encouraging a move away from private car usage’.</p>	See Appendix 3 (Section 1 to 5).
26	EH12 5TF	<p>The proposals are contrary to the Council’s Local Transport Strategy. ‘Off-peak lanes are really important when using a bike for shopping, school travel, and a multitude of other of peak journey types. Many of these trips are by the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries..’</p>	See Appendix 3 (Section 1, and 5).
27	EH12 8HJ	<p>Recognise that harmonising operating times would eliminate the confusion regarding operating times. Suggest 7.00am to 7.00pm (as a minimum) or 24 hour bus lanes rather than peak periods bus lanes. ‘What evidence was used to determine that part time is the right answer’?</p>	<p>It must be stressed that the ETROs' proposals are not permanent but relate to trials that will allow data to be collected to assess the impact of the proposals. Before and after surveys will be undertaken to measure bus journey times, traffic volumes</p>
28	EH12 8SU	<p>‘All-day bus lanes provide a range of benefits for more vulnerable road users like cyclists and pedestrians’. The proposal to trial peak periods bus lanes in all day bus lanes will have a negative impacts on more vulnerable road users. Objects to the trial to allow motorcycles access to bus lanes for the reason that ‘a minority of motorcyclists will be tempted to speed due to the free lane and pedestrians and cyclists will be negatively impacted ‘.</p>	See Appendix 3 (Section 1 and 3).

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| 29 | EH12 8UH | <p>Objects to the proposal to allow motorcycles into bus lanes based on selective data from the London studies; increase in speeding by motorcycles and an increase in motorcycle injuries. Speeding motorcycles, 'in close proximity to vulnerable road users such as cyclists and adjacent to pavements will discourage these forms of active travel'. The proposal to trial making all day bus lanes to peak period bus lanes is contrary to the Council's Local Transport Strategy, policies PubTrans1 and PubTrans7. Allowing general traffic access to all day bus lanes in the interpeak and Saturdays 'will increase the level of toxic air being breathed by pedestrians'. 'To ensure less confusion between when bus lanes are active and inactive a wiser change would seem to be making all bus lanes operational for the longer period'.</p> | See Appendix 3 (Section 1 to 5). |
| 30 | EH12 8XW | <p>Changing all day bus lanes into peak periods bus lanes and allowing motorcycles into bus lanes will reduce 'the safety offered' by bus lanes, thus discouraging cycling, especially new cyclists commuting.</p> | See Appendix 3 (Section 1). |
| 31 | EH13 OHT | <p>These proposals will make cycling more dangerous. These proposals are counterproductive as they will encourage 'even more people to start taking cars into work' The city should encourage more people to use public transport and the bike for environmental as well as congestion reasons.</p> | See Appendix 3 (Section 1 and 4). |
| 32 | EH13 ORQ | <p>The proposals are detrimental to the safety of pedestrians and cyclists and contrary to the need to promote walking and cycling in Edinburgh.</p> | See Appendix 3 (Section 1 to 3). |

- 33** EH14 1LN The proposal to trial making all bus lanes into peak periods bus lanes are contrary to the Council's Local Transport Strategy, policies PubTrans1 and PubTrans7. 'Bus lanes provide a wide area of road space in which this "domination by moving or parked vehicles" is significantly reduced. Off-peak lanes are really important when using a bike for shopping, school travel, and a multitude of other off peak journey types. Many of these trips are by the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries...'. That the proposed change to bus lane operating hours will, in affected areas, downgrade pedestrian facilities, by allowing general traffic and motorcycles into bus lanes, during the interpeak and Saturdays, bring them closer to pedestrians and this will increase pollution, 'noise, splashing, scariness and, on occasion danger'. The proposal to trial making all bus lanes into peak periods bus lanes 'will particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays'. The proposal to trial allowing motorcycles into bus lanes is likely to reduce the attractiveness of bus lanes for cycling, thus discouraging cycling. The proposals are being implemented without prior public consultation. See Appendix 3 (Section 1,2,3, 5 and 6).
- 34** EH14 1NR Reducing the bus lane on Slateford Road and allowing motorcycles into bus lanes 'will make it much more dangerous for me to cycle into town. It's already a difficult road to cycle along, this will make it even trickier!' See Appendix 3 (Section 1).

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| 35 | EH14 2DT | <p>The proposals are contrary to the Council’s Local Transport Strategy, policies PubTrans1 and PubTrans7. ‘Will act to discourage cycling by increasing the conflict between cyclists and other vehicles’ and ‘will act to discourage walking by making the road close to the pavement busier and more polluted than at present’. Allowing ‘motorcycles in bus lanes will likely reduce the attractiveness of bus lanes for cycling, thus cutting use, contrary to the Council’s policies and targets. Reports of a London trial show no clear impact on pedestrian or cyclist casualties, but a significant rise in motorcyclist injuries, in motorcyclist speeds, and in motorcycles exceeding the speed limit. The proposals will ‘encourage more low-occupancy vehicles onto the road and will discourage people from taking the bus, cycling or walking’, increasing air pollution. There has not been no public consultation about these proposals.</p> | <p>See Appendix 3 (Section 1 to 6).</p> |
| 36 | EH14 3EA | <p>The proposals are contrary to the Council’s Local Transport Strategy. Allowing motor cycles into bus lanes ‘will deter less confident cyclists as some motor cyclists will use excessive speed and pass cyclists too close’. There was no public consultation.</p> | <p>See Appendix 3 (Section 1,5 and 6).</p> |
| 37 | EH14 5HR | <p>Proposals contrary to the Council's Local Transport Strategy, 'in particular they represent a significant downgrade of these facilities for both pedestrians and cyclists'.
Believes 'there is inadequate justification for the benefits of letting people drive (or more properly, park) in all of the city's bus lanes during daylight hours.
Suggest harmonising the remaining part-time bus lanes with the all-day ones.</p> | <p>See Appendix 3 (Section 1,3 and 5). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.</p> |

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| 38 | EH14 7ER | <p>The proposals are contrary to the Council's Local Transport Strategy, including policies PubTrans1 and PubTrans7, 'of encouraging public transport use and cycle use over private car use'. Will discourage cycling as cars and heavy lorries will be using the lanes. Will discourage walking ' pupils from walking home from school, as cars and heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting'. The proposals by increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution'. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences'</p> | See Appendix 3 (Section 1 to 6). |
| 39 | EH14 7ER | <p>The proposals are contrary to the Council's Local Transport Strategy, including policies PubTrans1 and PubTrans7, 'of encouraging public transport use and cycle use over private car use'. Will discourage cycling as cars and heavy lorries will be using the lanes. Will discourage walking ' pupils from walking home from school, as cars and heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting'. The proposals by increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution'. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences'</p> | See Appendix 3 (Section 1 to 6). |
| 40 | EH15 1JY | <p>'Bus lanes are an important contributory factor towards public and active transport and 'further use by private motor vehicles is regressive and will only promote further private vehicle use'. The proposals are contrary to several local and national transport policies and strategies. 'Bus lanes should be extended and all made 24/7'.</p> | See Appendix 3 (Section 1,3,4 and 5). |

- 41** EH15 1LP The proposals are contrary to the Council's Local Transport Strategy and 'its commitment to prioritise buses and enhance bus lanes'. 'The proposals ignore the impact on cyclists and pedestrians - bus lanes provide a relatively traffic-free space for cyclists, this is essential if cycling is to rise along arterial routes in the absence of segregated cycle provision. Walking on pavements in the city is already too often dominated by the noise, fumes and splashes of heavy traffic; bus lanes provide some much needed gap between traffic and pedestrians. Allowing motorcyclists to use bus lanes at all times will make them less safe and less attractive for cyclists, and will likely encourage more people to travel by motorbike making the problem worse - and based on London experience, will increase injuries to motorcyclists'. Any changes to bus lanes ' should be in the opposite direction: extending coverage; extending the hours of operation; and vigorous enforcement'.
- See Appendix 3 (Section 1 to 5).
- 42** EH15 1NB Believes that the proposals to change the bus lane hours will have a serious negative impact on the safety of cyclists and pedestrians and that it will greatly increase illegal parking in bus lanes which is already a serious safety issue for all road users. No reference to the impact on pedestrians and cyclists. Use of bus lanes by motorcycles - 'concern is that there are clearly safety issues for other road users. Simplification/unification of bus lane operating times would be better achieved by making them all day, every day'.
- See Appendix 3 (Section 1 and 3). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
- 43** EH15 2HE The proposal to trial changing all day bus lanes to peak periods bus lanes 'goes against current Council policy on increasing the use of public transport and cycling by making it more attractive than private vehicles'. Bus lanes throughout the city should operate as all day bus lanes. The proposal to allow motorcycles access to bus lanes will make bus lanes less attractive to cyclists. Both proposals 'contravene Council policy, and will work against other efforts to increase cycling use. There is a target in place for cycle use by the year 2020'.
- See Appendix 3 (Section 1,4 and 5).

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| 44 | EH16 4NA | <p>The proposals are contrary to the Council’s Local Transport Strategy, policies PubTrans1 and PubTrans7. The proposals do not give any consideration to cyclists and pedestrians. ‘Bus lanes provide a wide area of road space in which this “domination by moving or parked vehicles” is significantly reduced’. Bus lanes are also cycle lanes and they ‘form an important buffer between heavy vehicular traffic (such as lorries) and pedestrians’. These proposals will deter ‘the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries’. Allowing general traffic and motorcycles into bus lanes will mean ‘increased pollution, noise, splashing, scariness and, on occasions, danger. The proposals will ‘greatly increase the chances of an accident and actual bodily harm to people using bikes and to pedestrians near the kerb’. Also, ‘allowing motorcycles into bus lanes ‘is likely to reduce the attractiveness of bus lanes for cycling’ thus discouraging cycling’. The proposal to trial changing all day bus lanes to peak periods bus lanes will ‘particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays’. These proposals will adversely affect the Council’s ‘ability to move towards a publicly proclaimed target of 10% of all trips by bike by 2020’. The proposals are being implemented without prior public consultation.</p> | See Appendix 3 (Section 1 to 6). |
| 45 | EH16 4SN | <p>As a cyclist and a pedestrian I do not think it will enhance safety.</p> | See Appendix 3 (Section 1). |
| 46 | EH16 5JR | <p>Edinburgh is already a city where biking can be intimidating and dangerous'. The proposals will only discourage people from adopting or continuing with a more sustainable life style.</p> | See Appendix 3 (Section 1). |

47	EH16 5RR	<p>Reducing the hours of operation to peak periods will mean removal of cycle infrastructure and the limited protection that bus lanes provide, 'which includes the times school children are making their way home'.</p> <p>Powered two wheel vehicles are substantially heavier and faster than cyclists, and as such present a real and perceived danger to cyclists. Such a situation will result in cyclists being discouraged from using the bus lanes, again at a time when the Council's goal is to encourage cycling. These proposals will discourage cycling.</p>	See Appendix 3 (Section 1 and 3).
48	EH16 6JR	<p>Objects solely to a specific peak periods bus lane on Liberton Gardens. If motorcycles are allowed into this bus lane, being fast moving, he is concerned about an increased risk of an accident. The objector gives no reasons for objecting to the proposal to trial making all day bus lanes into peak period bus lanes.</p>	This bus lane operates during the peak periods and the proposals to allow motorcycles into this bus lane does not obviate drivers from taking due care and attention. To ensure consistency throughout the city it is recommended that this bus lane is not excluded from the motorcycle trial.
49	EH16 6PR	<p>The proposals represent 'a deterioration in cyclist provision in the city' by allowing motorcycles and general traffic into the bus lanes. These proposals will discourage cyclists 'as they will perceive it as making their environment much more dangerous' and the proposals will impact negatively on the Council's target of achieving 10% of all journeys by bike by 2020.</p>	See Appendix 3 (Section 1).
50	EH17 8UA	<p>'My main means of transport is my bike and 'bus lanes greatly add to my feeling of safety'. The Council should reconsider the proposals, 'in light of meeting the target of 10% of all trips to be by bike by 2020'. The Council should consider making all bus lanes 24 hours.</p>	See Appendix 3 (Section 1).
51	EH2 2AS	<p>The proposals will allow car and motorcycles into bus lanes making it more dangerous for cyclists and this 'will actively reduce the number of people using bikes and walking. Not to mention the increase in delays to buses'. This trial 'will cause accidents and injury, as well as give no benefit to anyone'.</p>	See Appendix 3 (Section 1,3 and 4).

52	EH21 6AG	<p>Concerned that reducing bus lane hours will make cycle journeys less safe. Cycles to work 'and regularly experience close and dangerous passes from cars, buses, motorbikes, vans and lorries. Whenever I use a bus lane I feel safer and better protected from careless or dangerous driving'. Concern that if bus lane hours are reduced 'there will be more parked vehicles in bus lanes when they are not in operation which, again, would make it less safe for cyclists who would have to often swerve out to avoid parked cars or just join the main flow of traffic'. Freeing up road space will create more traffic and thus increase air pollution. Allowing fast moving motorcycles into bus lanes 'will perhaps discourage any new and inexperienced cyclists or even those who might otherwise have considered taking up cycling as a transport option. Even as a pedestrian, walking would seem like a less pleasurable experience when motorcycles could come speeding down a bus lane close to the kerb'.</p>	<p>See Appendix 3 (Section 1 to 4). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.</p>
53	EH26 OLZ	<p>'On roads without bus lanes a huge percentage of drivers pass far too close already, within inches (when it should be a metre) and without the protection of a bus lane, this will mean real danger for cyclists and will discourage cycle journeys'.</p>	<p>See Appendix 3 (Section 1).</p>
54	EH28 8RF	<p>This will result in motorists undertaking and putting cyclists at risk. 'As both a motorist and cyclist I object to the council taking the backwards step of allowing all motorised vehicles to use bus lanes out of peak time'.</p>	<p>See Appendix 3 (Section 1).</p>
55	EH28 8RF	<p>Objects on grounds of the proposals' impact on cyclists, will result in 'slower drivers sticking to the normal lanes because they don't understand the variable pattern and are worried about being fined by the greenways cameras, and as a result faster drivers undertaking in the bus/cycle lane' (A71) thus making it more dangerous for cyclists. A change to the bus lane hours will 'discourage cycling and be a negative step given the progress that has been made so far'. Also proposals are contrary to the Council's Local Transport Strategy.</p>	<p>See Appendix 3 (Section 1 and 6).</p>

- 56** EH3 2DR Contrary to the Local Transport Strategy of encouraging public transport use and cycling over private car use. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes. Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''.
- See Appendix 3 (Section 1 to 6).
- 57** EH3 5AE Cycles regularly on Leith Walk, concerned that the proposal to trial peak periods bus lanes in place of all day bus lanes will make it more dangerous, 'perpetually double-parked cars along with heavy traffic makes it feel incredibly dangerous to cycle already. Making the bus lanes peak time only will make the situation worse'.
- See Appendix 3 (Section 1 and 7). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
- 58** EH3 5HY Impact on cyclists - removal of amenity and protection making it more dangerous, thus discouraging cycling. Impact on pedestrians - bringing traffic closer to pavement rendering walking less pleasant and potentially more dangerous. Contrary to Council's Local Transport Strategy - policy PubTrans 1 and PubTrans7 'Reducing the availability of bus lanes seems to fly in the face of the Council goal to have 10% of all trips made by bike by 2020'. 'See no evidence that there has been any consideration of the effect on cyclists'.
- See Appendix 3 (Section 1,2,3 and 5).

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| 59 | EH3 5JH | <p>The proposed change to make all day bus lanes into peak periods bus lanes will encourage private car use to the detriment of other transport modes. The proposals are contrary to the Council's Local Transport Strategy and they will increase air pollution.</p> <p>Bus lanes are 'a small haven from general motor traffic that are useful on direct routes into the city. Having to share these lanes with general traffic makes them much less appealing to cyclists'.</p> <p>General traffic driving next to the pavement will also make walking less pleasant, 'especially important during school home time which won't be covered by the part time operation of the bus lanes'. 'By letting motorcycles use it they will be more likely to overtake whilst in the bus lane and not give sufficient space. This will increase the risk to cycling and make it less appealing'.</p> | See Appendix 3 (Section 1 to 5). |
| 60 | EH3 5JN | <p>'In a crowded city there is not the space for everyone to travel through congested areas by car. Therefore you should be prioritising mass public transport and cycling. We need more and better bus/cycle lanes, not less'.</p> | See Appendix 3 (Section 1 and 4). |
| 61 | EH3 5JX | <p>Impact on cyclists - removal of amenity and protection, will make it less safe, thus discouraging cycling. Impact on Modal Shift - long term modal shift away from buses and cycling to the car. Objects to allowing PHCs into bus lanes.</p> | See Appendix 3 (Section 1 and 4). PHCs are not part of the trial. Committee on 26 August 2014 agreed not to change its Policy to allow PHCs access to bus lanes during their operational hours. |

62	EH3 6QA	<p>The proposal to trial to change all day bus lanes into peak periods will reduce the bus lane hours to 22½ hours/week and will ‘fundamentally destroy the value of the lanes.’ The proposal will reduce the ‘predictability of journey times’ in the off peaks. Objector’s main concern, however, is cycling safety. He cycles to school and back with his son, ‘who is now, at the age of 13, demanding to cycle on his own. The bus lanes make this somewhat safe, primarily because the lanes are near traffic free during school journey hours. Specifically, the afternoon journey will offer no safe cycling options for our family’. Feels that the bus lanes will not be safe on the homebound journey and therefore will use the car’, ‘with consequences for congestion and pollution’. The proposals ‘represent a fundamental U-turn in council policies, going from one encouraging walking and cycling to school, to one that is actively discouraging it’.</p>	See Appendix 3 (Section 1 to 5).
63	EH3 7PX	<p>Objects to the proposals to change all day bus lanes to peak periods bus lanes, that is to losing interpeak and Saturday bus lanes as he feels that the bus lanes add to his safety.</p>	See Appendix 3 (Section 1).
64	EH3 8HX	<p>Contrary to the Council's Local Transport Strategy of encouraging public transport use and cycle over private car use. The proposals will discourage off peak cycle journeys and pupils from walking home from school as cars & heavy lorries will be using the lanes and general traffic will be closer to pedestrians. 'No proper consultation or study carried out to evaluate changes in pollution, modal shift, illegal parking, cycle use and pedestrians.</p>	See Appendix 3 (Section 1 to 6). It must be stressed that the ETROs' proposals are not permanent but relate to trials that will allow data to be collected to assess the impact of the proposals. Before and after surveys will be undertaken to measure bus journey times, traffic volumes (including changes in lane activity and modal shift), traffic speeds, collision data, cycling surveys, pedestrian surveys, air quality analysis, and legal/illegal parking in bus lanes.
65	EH3 9AF	<p>Impact on cyclists - removal of amenity and protection will discourage cycling. The proposals would be detrimental to cyclists, pedestrians and bus users</p>	See Appendix 3 (Section 1,2 and 4).

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| 66 | EH3 9LP | <p>As a cyclist appreciates ‘being able to use the bus lane even when off peak. Traffic creates a lot of pollution: allowing cars into these lanes brings them closer to pedestrians’. Wants bus lanes extended not reduced.</p> | See Appendix 3 (Section 1 to 3). |
| 67 | EH3 9LR | <p>‘Bus lanes should remain for just buses and bicycles so that cyclists can feel safe. Although this may ease traffic flow in the short term, it will just make driving more attractive and we will be back to congestion again quickly. Also more traffic on the road will cause more air pollution...’ .</p> | See Appendix 3 (Section 1,2 and 4). |
| 68 | EH3 9PL | <p>The proposals are contrary to the Council’s Local Transport Strategy, policies PubTrans1 and PubTrans7. The proposals do not give any consideration to cyclists and pedestrians. ‘Bus lanes provide a wide area of road space in which this “domination by moving or parked vehicles” is significantly reduced’. Bus lanes are also cycle lanes and they ‘form an important buffer between heavy vehicular traffic (such as lorries) and pedestrians’. These proposals will deter ‘the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries’. Allowing general traffic and motorcycles into bus lanes will mean ‘increased pollution, noise, splashing, scariness and, on occasions, danger. The proposals will ‘greatly increase the chances of an accident and actual bodily harm to people using bikes and to pedestrians near the kerb’. Also, ‘allowing motorcycles into bus lanes ‘is likely to reduce the attractiveness of bus lanes for cycling’ thus discouraging cycling’. The proposal to trial changing all day bus lanes to peak periods bus lanes will ‘particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays’. These proposals will adversely affect the Council’s ‘ability to move towards a publicly proclaimed target of 10% of all trips by bike by 2020’. The proposals are being implemented without prior public consultation.</p> | See Appendix 3 (Section 1 to 6). |
| 69 | EH30 9PR | <p>‘Cutting bus lanes causes congestion for bus users, slowing their journey times, and endangers cyclists who use bus lanes for travel. It also encourages car use’.</p> | See Appendix 3 (Section 1,2 and 4). |

70	EH32 0QT	Believes 'that the Council should be further promoting public transport, cycling and walking and I believe that these orders sacrifice these aims for the purpose of promoting car and motorbike use'.	See Appendix 3 (Section 1,3 and 4).
71	EH4 5NG	The proposal to reduce bus lane hours is contrary to the Council's Local Transport Strategy and Active Travel Active Plan including improving and expanding the bus lanes and increasing the usage of public transport, walking and cycling over private car use. The objector has never found that there is much congestion in the areas affected by these proposals at off-peak times. Increasing the amount of road space available to motorists will actually increase the number of motorists driving on these routes due to the induced traffic effect which will lead to increased city centre congestion and even higher levels of pollution. 'Main concern is that these proposals will lead to significant delays and inconvenience to bus passengers with the bus lanes becoming blocked by antisocially parked or waiting vehicles'.	See Appendix 3 (Section 1,4 and 5). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
72	EH4 7HF	Contrary to the Council's Local Transport Strategy of encouraging public transport use and cycle over private car use. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''	See Appendix 3 (Section 1 to 6).
73	EH40 3AD	The proposals will be implemented without prior consultation'. The proposals appear to contradict the Council's Local Transport Policies. 'Paid little attention to the affect of the proposals on cyclists and walkers'. 'Possible increases in cycle and pedestrian accidents and traffic pollution increases'.	See Appendix 3 (Section 1 to 6).

- 74** EH42 1RF The proposals are contrary to the Council's Local Transport Strategy 'to favour public transport, pedestrians and cyclists over private motorised vehicles'. Traffic studies in London 'have shown that motorcycles which have been allowed to use bus lanes have a marked increase in speeding over the limit'. Allowing general traffic to use bus lanes outwith the peak periods and motorcycles to use them at all time 'will effectively eliminate any advantage to cyclists and will no doubt increase the conflict between traffic modes that must inevitably lead to more collisions, which are near universally to the detriment of cyclists'. The bus lanes in the absence of dedicated cycles lanes 'are the only protection and advantage cyclists have'. Also they provide 'a buffer between pedestrians and the main traffic lanes, for noise and more importantly for toxic air pollution'.
- See Appendix 3 (Section 1,3 and 5).
- 75** EH45 9AY The proposals are contrary to the Council's Local Transport Strategy, policies PubTrans1 and PubTrans7. The proposals do not give any consideration to cyclists and pedestrians. 'Bus lanes provide a wide area of road space in which this "domination by moving or parked vehicles" is significantly reduced'. Bus lanes are also cycle lanes and they 'form an important buffer between heavy vehicular traffic (such as lorries) and pedestrians'. These proposals will deter 'the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries'. Allowing general traffic and motorcycles into bus lanes will mean 'increased pollution, noise, splashing, scariness and, on occasions, danger. The proposals will 'greatly increase the chances of an accident and actual bodily harm to people using bikes and to pedestrians near the kerb''. Also, 'allowing motorcycles into bus lanes 'is likely to reduce the attractiveness of bus lanes for cycling' thus discouraging cycling'. The proposal to trial changing all day bus lanes to peak periods bus lanes will 'particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays'. These proposals will adversely affect the Council's 'ability to move towards a publicly proclaimed target of 10% of all trips by bike by 2020'. The proposals are being implemented without prior public consultation.
- See Appendix 3 (Section 1 to 6).

76	EH5 2GB	<p>Contrary to the Local Transport Strategy of encouraging public transport use and cycle over private car use. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes. Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''.</p>	See Appendix 3 (Section 1 to 6).
77	EH5 3ND	<p>The proposals are contrary to the Council's Local Transport Strategy. Bus lanes 'provide an area of relative safety on the road' and 'they make a huge difference.' The proposals will discourage cycling and they 'will also have a detrimental effect on pedestrians - bringing fast moving vehicles closer to the pavement'.</p>	See Appendix 3 (Section 1,3 and 5).
78	EH53 OLS	<p>Impact on cyclists - removal of amenity and protection making it more dangerous, 'the freedom of use of bus lanes is essential for safe cycling'. Will discourage cycling and encourage modal shift to car. The proposals will 'make Edinburgh a less sustainable city by increasing vehicle numbers, increasing the proportion of bike accidents per mile'.</p>	See Appendix 3 (Section 1 and 4).
79	EH6 4BS	<p>Cycles to work on Leith Walk,' and generally feel safe doing so. Part of the reason for this is that I am separated from the majority of traffic'. The proposals will discourage cycling.</p>	See Appendix 3 (Section 1 and 7).
80	EH6 4PR	<p>'The introduction of clearly delineated and permanent bus lanes has eased traffic flow for all forms of transport, including cars. It has made cycling, both uphill and downhill, somewhat safer, as the lanes are segregated from car traffic and bus driver training has greatly improved interactions between buses and cyclists. It would be folly to downgrade the bus lanes.</p>	See Appendix 3 (Section 1).

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| 81 | EH6 5AT | <p>The proposals are contrary to the Council's Local Transport Strategy , policies PubTrans1 and PubTrans7. 'They will discourage cycle use, and make cycling more dangerous and unpleasant as cars and lorries will be using the lanes. Increasing road capacity for private vehicles will encourage more use of them, thus increasing pollution and accident risk. In addition the bus lanes currently reduce car pollution immediately next to the pavement where walkers are by providing a buffer zone. Removing the bus lanes during non-peak hours will also increase congestion for buses, adding to travel times, making buses less attractive to users so increasing car use. There was no prior public consultation regarding the proposals'.</p> | See Appendix 3 (Section 1 to 6). |
| 82 | EH6 5LD | <p>In relation to Leith Walk proposals, where the Council did not provide a segregated cycle path along the full length of the street, the proposals to trial making all day bus lanes, 'that give cyclists a modicum of safety', into peak periods bus lanes adversely impacts on cyclists. 'Even as an experienced, fit cyclist when I cycle on roads with temporary bus lanes and have to be in high speed traffic, or swerving around parked cars, it is terrifying and unsafe'.</p> | See Appendix 3 (Section 1 and 7). |
| 83 | EH6 5PY | <p>'Currently the bus lanes offer a safer, less congested area in which fewer vehicles travelling at lower speeds pose a lower collision/fatality risk. Removing these safer zones will increase these risks'. Co2 emissions will increase as fewer people opt for a more sustainable transport choice. Such as cycling or public transport'.</p> | See Appendix 3 (Section 1,2 and 4). |

- 84** EH6 6LQ The proposals will make the bus lanes ‘much more dangerous with more traffic in them at more times’ and ‘will lessen the protection for vulnerable roads users’. ‘If you wish to reduce traffic in the city centre you must make alternative forms of transport such as cycling more attractive to those who do not use it’. The proposal will discouraging cyclists, especially the less confident, ‘very few, if any children will be allowed to use these bus lanes if this goes through so they will continue to be driven around by their parents’. Bus lane hours should be extended to all times. See Appendix 3 (Section 1,3, and 4).
- 85** EH6 7NT Motorcycles - Opposes their access to bus lanes as they are a threat to cyclists. Impact on cyclists - removal of amenity and protection, will make it less safe, thus discouraging cycling. Local Transport Strategy - 'devaluing' the bus lanes goes against the aims of the Local Transport Strategy and Active Travel Plan. 'If they need to be harmonised, make them 24/7 or at least 0700-1900. If there is so little advantage to buses using them out with rush hours then there must logically be no advantage to other traffic to be permitted to use them; if there is an advantage to buses outwith commuting rush hours then preserve it. Active bus lanes also discourage unauthorised parking/waiting/loading. They buffer the footways from traffic'. See Appendix 3 (Section 1 and 5).
- 86** EH6 8AT ‘Bus lanes allow for safer travel by bike without vehicles, other than buses, being allowed in the same lane’. ‘To open bus lanes up to all other vehicles outside of peak hours will increase the dangers to cyclists and encourage more vehicle use’ These proposals will not encourage those who'd like ...to make more journeys by bike’. ‘Bus journeys will be slower with other vehicles in the bus lane and may tempt those who've made the switch to bus travel recently to switch back to car use’. ‘With a target of 10% of all trips by bike in 2020... should not be removing the segregated bus lane facility’. See Appendix 3 (Section 1 and 4).

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| 87 | EH6 8DB | <p>The proposal to reduce all day bus lanes to peak periods bus lanes appears to directly contradict the Council’s Local Transport strategy ‘ which promises to prioritise buses and enhance bus lanes’. Concerns over the impact of these proposals will have on the public transport system and on the safety of cyclists in the city.</p> | See Appendix 3 (Section 1,4 and 5). |
| 88 | EH6 8DG | <p>The proposals are contrary to the Council’s Local Transport Strategy, policies PubTrans1 and PubTrans7. The proposals do not give any consideration to cyclists and pedestrians. ‘Bus lanes provide a wide area of road space in which this “domination by moving or parked vehicles” is significantly reduced’. Bus lanes are also cycle lanes and they ‘form an important buffer between heavy vehicular traffic (such as lorries) and pedestrians’. These proposals will deter ‘the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries’. Allowing general traffic and motorcycles into bus lanes will mean ‘increased pollution, noise, splashing, scariness and, on occasions, danger. The proposals will ‘greatly increase the chances of an accident and actual bodily harm to people using bikes and to pedestrians near the kerb’. Also, ‘allowing motorcycles into bus lanes ‘is likely to reduce the attractiveness of bus lanes for cycling’ thus discouraging cycling’. The proposal to trial changing all day bus lanes to peak periods bus lanes will ‘particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays’. These proposals will adversely affect the Council’s ‘ability to move towards a publicly proclaimed target of 10% of all trips by bike by 2020’. The proposals are being implemented without prior public consultation.</p> | See Appendix 3 (Section 1 to 5). |
| 89 | EH6 8EG | <p>Impact on cyclists - removal of amenity and protection will make cycling more dangerous. Objector believes that 'the abandonment of the bus lanes on Leith Walk will make it even more dangerous for cyclists'.</p> | See Appendix 3 (Section 1 and 7). |

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| 90 | EH6 8ES | <p>The proposals will ‘dramatically reduce the safety of the bus lanes for cyclists’.</p> <p>‘The fact that separate cycle lanes have not been provided in the upgrades to Leith walk is bad enough, however reducing the provision for some separation of traffic would make that situation a whole lot worse and more dangerous. It flies in the face of the redesign of Leith walk having anything at all to do with raising the priority of pedestrians and cyclists’.</p> | See Appendix 3 (Section 1,3, and 7). |
| 91 | EH6 8NZ | <p>Lack of public consultation and 'lack of consideration for walkers, children, families, wheelchair users and users of prams/pushchairs in proposals (impact on both long-term health and general safety are ignored)'.</p> | See Appendix 3 (Section 2 and 6). |
| 92 | EH7 4NA | <p>‘Where they exist, bus lanes mean that I do not have to worry much about HGVs, cars and motorcycles passing close to me. I also suspect that the air quality is better than it would be if other vehicles were allowed in bus lanes. I observe that peak-hours bus lanes are not often used by vehicles other than buses and cycles outwith peak hours, and that there is not much traffic congestion that would be helped by allowing other vehicles into bus lanes. I would therefore suggest that the greenways concept of all-day bus lanes should become the norm, rather than peak-hours bus lanes. This would reduce driver confusion and help to continue the progress that Edinburgh has made in encouraging cycling and walking’.</p> | See Appendix 3 (Section 1 and 2). |

- 93** EH7 5HG The proposals are contrary to the Council's Local Transport Strategy 'of encouraging public transport use and cycle use over private car use'. It will discourage off peak cycle journeys and pupils walking home from school as cars and heavy lorries will be using the lanes, bringing them closer to the pavements making the roads 'seem more dangerous and uninviting'. Will increase road capacity for cars and that will encourage modal shift toward the private car, increasing pollution. The proposals to change the bus lane hours will encourage illegal parking in the bus lanes during the interpeak. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''.
- See Appendix 3 (Section 1 to 5). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
- 94** EH7 5JX Impact on cyclists - removal of amenity and protection - 'bus lanes provide a small solace for cyclists at many times during the day. The use of them make a number of cyclists feel considerably safer'. Impact on Public Transport - adverse effect on bus services and patronage. Impact on Modal Shift - long term modal shift away from public transport to the car.
- See Appendix 3 (Section 1 and 4).

95 EH7 5PA

The proposals are contrary to the Council's Local Transport Strategy, policies PubTrans1 and PubTrans7. The proposals do not give any consideration to cyclists and pedestrians. 'Bus lanes provide a wide area of road space in which this "domination by moving or parked vehicles" is significantly reduced'. Bus lanes are also cycle lanes and they 'form an important buffer between heavy vehicular traffic (such as lorries) and pedestrians'. These proposals will deter 'the less confident cyclist, who is understandably deterred by the constant presence of cars and lorries'. Allowing general traffic and motorcycles into bus lanes will mean 'increased pollution, noise, splashing, scariness and, on occasions, danger. The proposals will 'greatly increase the chances of an accident and actual bodily harm to people using bikes and to pedestrians near the kerb'. Also, 'allowing motorcycles into bus lanes 'is likely to reduce the attractiveness of bus lanes for cycling' thus discouraging cycling'. The proposal to trial changing all day bus lanes to peak periods bus lanes will 'particularly hit school children walking home as well as families out walking to the shops or the park on Saturdays'. These proposals will adversely affect the Council's 'ability to move towards a publicly proclaimed target of 10% of all trips by bike by 2020'. The proposals are being implemented without prior public consultation.

See Appendix 3 (Section 1 to 6).

- 96** EH7 5SD The proposal to trial making all day bus lanes to peak periods bus lanes will increase 'road capacity for cars will have several negative effects, including: increasing car use, discouraging bus and cycle journeys, and making walking to school less attractive and potentially more dangerous for pupils'. Air pollution will also increase. 'Finally, and in my mind most importantly, allowing cars to use bus lanes will simply have the same result that can already be seen in peak-time-only bus lanes. Namely, the lanes are used as de facto loading bays and waiting zones for lorries, trucks, and private cars. This means that cyclists are forced to essentially slalom into and out of the fast-moving lanes in an effort to avoid collisions, and bus journeys take much longer' 'Extremely disappointed that the Council has not seen fit to submit this proposal for public consultation, nor have any studies been carried out to assess the pros and cons of the proposal. 'If, as stated, the aim is to simplify bus lane regulations for car users, the easiest way to do this would be to extend the hours of operations to a 24/7/365 schedule'.
- See Appendix 3 (Section 1 to 4). It must be stressed that the ETROs' proposals are not permanent but relate to trials that will allow data to be collected to assess the impact of the proposals. Before and after surveys will be undertaken to measure bus journey times, traffic volumes (including changes in lane activity and modal shift), traffic speeds, collision data, cycling surveys, pedestrian surveys, air quality analysis, and legal/illegal parking in bus lanes.
- 97** EH7 5UA The proposals are contrary to the Council's Local Transport Strategy and Active Travel Action Plan 'to improve and expand the bus lanes and increase the usage of public transport and cycling over private car use. 'The bus lanes provide a form of respite for cyclists, where they have a safe refuge from the main flow of faster, motorised traffic'. 'Furthermore it is intimidating and unsafe for cyclists to constantly have to move around obstructions in the bus lane and into the outside lane of faster traffic'. This propose to trial making all day bus lanes into peak periods bus lanes 'will do nothing to discourage the use of private motor vehicles in the city centre, which are a major contributor to the legally unacceptable levels of atmospheric pollutants'.
- See Appendix 3 (Section 1,2,4 and 5).

- 98** EH8 7LY 'Bus lanes are the closest thing that cyclists have to a safe space on the road in this city and furthermore they cover the most important and dangerous roads for commuting and getting out of the city. The proposal to make them part time will have a drastic impact on the safety and quality of life for cyclists and pedestrians who otherwise enjoy the benefit of separation from fast paced and polluting motor traffic'. 'The speed differential between a motorcycle and push bike is massive and will certainly make the environment feel unsafe if not actually unsafe, and seeing as a similar scheme in London resulted in a drastic increase in speeding by motorcycles I am of the opinion that it will do the same here and decrease the physical safety of more vulnerable road users'. The proposals conflict with the Council's aims to increase active transport in the city and will result increased levels of traffic. 'They will make active travel less attractive and more dangerous for a great many people for little benefit'.
- See Appendix 3 (Section 1 to 5).
- 99** EH8 8BG The proposals are contrary to the Council's Local Transport Strategy. Allowing cars into bus lanes will delay public transport. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes. Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements 'making the roads seem more dangerous & uninviting'. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. Suggest bus lanes should be extended, for example 7.00am to 7.00pm, 'as this would simplify things for drivers knowing when to use and when not to use them'. 'Not aware of any proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''
- See Appendix 3 (Section 1 to 6).

- 100** EH8 8ES The proposal to trial changing all day bus lanes to peak period bus lanes is contrary to the Council's Local Transport Strategy including policies PubTrans1 and PubTrans7. 'The majority of bus lanes were in fact extended rather than curtailed'. Issue with 'vehicles parking in or otherwise obstructing bus lanes, both within and outwith the hours of operation. This has a significant effect on the progress of buses along the road and the flow of traffic in the other lane as buses are forced to move around the parked vehicles. Cyclists are similarly disadvantaged and put at risk by having to avoid these obstacles'. 'The presence of fast traffic (in particular motorcycles) will act to discourage cycling'.
- See Appendix 3 (Section 1 and 5). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
- 101** EH8 9QF The proposal to trial changing all day bus lanes into peak period bus lanes will encourage more cars into the city (modal shift) and increase pollution levels. Bus lanes should be made all day to encourage use of park and ride and discourage car use in the city, which in turn will reduce noise and air pollution.
- See Appendix 3 (Section 2 and 4).
- 102** EH8 9QN Lack of consultation, 'almost complete failure' to consider the proposals effects on cyclists. These proposals will endanger and discourage cyclists. Bus lanes are 'priority lanes for cyclists, too, and provide significant protection during their hours of operation'. Contrary to the Council's vision of discouraging car use, and encouraging other forms of transport, a sustainable approach to reducing traffic congestion.
- See Appendix 3 (Section 1,4,5 and 6).
- 103** EH8 9QS 'This policy will make it less convenient for me to take the bus. It will make it less safe to ride my bike, less pleasant to walk to the shops, and less easy to cross the road. It is in direct contradiction to everything that this council has worked hard to do to make Edinburgh a nicer place to live. The council's policies are working, bus use is up, bike use is up, there are more people walking in our city and fewer people driving. This progress has not come easily, every small positive step has been a hard battle by campaigners and council leaders. That the council would imperil this progress with an ill thought through retreat on bus lanes mystifies me'.
- See Appendix 3 (Section 1 to 5).

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| 104 | EH8 9RZ | <p>'Very concerned that a full public consultation was not carried out and that the needs of pedestrians and cyclists were not adequately considered. The proposals are detrimental to green modes of transport and instead will only increase motorised traffic in the city where priority should be to provide safe streets with good air quality for all residents of Edinburgh. The bus lane is an important buffer zone for pedestrians on the walk way and an essential space for the city cyclist'. Concerns about speeding motorcyclists and allowing them access to bus lanes 'will be a deterrent to less confident cyclists as well as being noisy and sometimes dangerous for pedestrians'. 'Decreasing bus lane provision sends entirely the wrong message from a council which should be committed to promoting active and green transport in our city'.</p> | See Appendix 3 (Section 1,2,3,4 and 6). |
| 105 | EH9 1BW | <p>Feels extremely vulnerable on the road, 'bicycle lanes are all that really allow me to feel safe enough to use a bike as my main form of transport and exercise' and 'these measure that will be detrimental to many peoples' ability to travel around the city'.</p> | See Appendix 3 (Section 1). |
| 106 | EH9 1BW | <p>Proposals will make her as a cyclist 'feel extremely vulnerable on the road, cycle lanes are all that really allow me to feel safe enough to use a bike' The proposals ' will be detrimental to many peoples' ability to travel around the city'.</p> | See Appendix 3 (Section 1 and 3). |

107	EH9 1BW	<p>Contrary to the Council's Local Transport Strategy 'of encouraging public transport use and cycle use over private car use' and policy PubTrans7. The proposals 'will discourage 'off peak cycle journeys as cars & heavy lorries will be using the lanes'.</p> <p>They will also 'will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting'. Will increase 'the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution...'. Encourage illegal parking in the bus lanes during off-peak hours. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences'.</p>	<p>See Appendix 3 (Section 1 to 6). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.</p>
108	EH9 1DX	<p>The proposals ' to allow other vehicles into the bus lanes this will have an awful impact on cycling, it is already difficult enough to cycle in this city without you doing this to make it dramatically worse. The Council should be moving to make the city more suitable to cyclists not less!'</p>	<p>See Appendix 3 (Section 1 and 4).</p>
109	EH9 1DX	<p>The proposals 'will lead to higher emission rates, noise pollution and possibly even more accidents on the road'. The proposals are contrary to the Council's Local Transport Strategy which aims to encourage people to cycle and walk more as well as to use more public transport. The proposals could make cycling more dangerous. 'As a pedestrian, I do not want to walk next to roads which host a great amount of traffic, and are possibly more difficult and dangerous to cross'.</p>	<p>See Appendix 3 (Section 1 to 5).</p>
110	EH9 1HG	<p>The current use of bus lanes is ignored by a section of the community and this will just worsen the situation. All in all they seem contrary to making the city more accessible by bike and public transport.</p>	<p>See Appendix 3 (Section 1 and 4).</p>

111 EH9 1HN

The proposals will remove the amenity and protection for cyclists and, 'will have a serious adverse impact on cyclists and even pedestrians in Edinburgh'. Opposes motorcycle access to bus lanes as they endanger cyclists 'on account of their extreme acceleration and unpredictability'. Impact on Air Quality - proposals will negatively impact on air quality due to increase motorized traffic in bus lanes, adversely affecting cyclists and pedestrians. Impact on pedestrians - traffic in bus lanes will be closer to pedestrians and cyclists. Bus lanes provide a relatively quiet "buffer zone" separating pedestrians from the main flow of traffic. These proposals will also discourage cycling. Contrary to the Council's Local Transport Strategy and Active Travel Plan. Impact on modal shift, the proposals will increase motorized traffic. There was lack of public consultation regarding the proposals.

See Appendix 3 (Section 1 to 6).

112 EH9 1HZ

'I greatly value the fact that as a cyclist I am able to use the bus lanes and that, since these are always free of cars and lorries, I feel much safer. It is for this reason that I use my bike all around Edinburgh. I urge the Council to please maintain the bus lanes as car and lorry free and not allow these other vehicles to use them so that I can continue to cycle safely'.

See Appendix 3 (Section 1).

- 113** EH9 1LW The proposals are contrary to the Council's own Local Transport Strategy, policies PubTrans1 and PubTrans7. The Transport and Environment Committee report (26 August) which proposed the trials 'does not address the impact of the cutback in bus lane hours on pedestrians or cyclists'. 'Off-peak lanes are important for cyclists going shopping, to and from school, and many other off-peak journey types. Many of these trips are by the less confident cyclist. A council with a target of 10% of ALL trips by bike in 2020 should not remove this facility until segregated cycling provision is made'. The proposal to trial changing all day bus lanes into peak periods bus lanes 'will affect school children walking home as well as families out walking to the shops or the park on Saturdays'. 'London experience showed a significant rise in motorcyclist injuries, in motorcyclist speeds, and in motorcycles exceeding the speed limit when motor cycles were allowed in bus lanes and this is clearly an unacceptable risk to take for other road users'. These proposals 'will likely cause increased accidents'. There was no prior public consultation regarding the proposals. See Appendix 3 (Section 1,2,3 and 5).
- 114** EH9 1LY Reduced bus lane operational times will have an adverse impact on pedestrians and cyclists. Contrary to the Council's Local Transport Strategy (LTS), policies PubTrans1 and PubTrans7. Will discourage cycling, "The attractiveness of cycling is dependent on the degree to which the road network is dominated by moving or parked motor vehicles." (LTS, Cycling section 9.2) Pollution - operational bus lanes are likely to reduce the pollutants breathed in by walkers and, to a lesser extent, cyclists using the bus lanes. See Appendix 3 (Section 1,2,3 and 6).

- 115** EH9 1QT ‘Allowing other types of traffic in bus lanes will make them less attractive or safe for cyclists’. The proposals are contrary to the Council's policy on transport which is to encourage the use of bicycles, public transport and reduce private vehicle use. The proposals will have the opposite effect. ‘Reducing the active hours of bus lanes will tempt car drivers to try to use their own vehicles off-peak to get into the city centre, so making the congestion there worse’ and this will result in an increase in pollution and make bus journeys slower.
- See Appendix 3 (Section 1,2,4 and 5).
- 116** EH9 2AG ‘The proposals are contrary to the Council's own Local Transport Strategy , policies PubTrans1 and PubTrans7. ‘Little or no consideration’ has been given to the safety of cyclists and pedestrians . The proposals will ‘result a significantly higher number of vehicles closer to the footway making walking less attractive and potentially more dangerous’. Reducing the operation times of all day bus lanes will ‘convert what is effectively a 2 lane road into 4 lanes, which may also result in an increase in traffic speeds’. ‘Allowing more vehicles into bus lanes is likely to lead drivers to consider them just ordinary stretches of road, and illegal parking may become even more problematic if not well enforced. This could easily have a negative impact on bus timetables, and thus patronage, with the potential for modal shift away from buses increasing the number of vehicles in the city centre still further’.
- See Appendix 3 (Section 1 to 5). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.
- 117** EH9 2AZ Contrary to the Local Transport Strategy of encouraging public transport use and cycling over private car use. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes. Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any ‘unintended consequences’’.
- See Appendix 3 (Section 1 to 6).

118	EH9 2LW	<p>Contrary to the Local Transport Strategy of encouraging public transport use and cycling over private car use. Will discourage off peak cycle journeys as cars & heavy lorries will be using the lanes Will discourage pupils from walking home from school, as cars & heavy lorries will be passing close by the pavements making the roads seem more dangerous & uninviting. Increasing the road capacity for private motor vehicles will encourage modal shift toward the private car, increasing pollution. 'No proper consultation or study was carried out to evaluate pollution, modal shift, illegal parking, cycle use or any 'unintended consequences''.</p>	See Appendix 3 (Section 1 to 6).
119	EH9 3JH	<p>A major reason for not choosing the bicycle as a means of commuting and other travel is the perception of safety, speed of traffic and general squeeze of traffic throughout the city. I believe that the changes suggested through ETRO/14/38A and ETRO/14/38B will detract from promotional work to highlight all off-road and segregated routes throughout the city to existing and new cyclists'.</p>	See Appendix 3 (Section 1).
120	FK7 7RJ	<p>The proposals 'represent a retrograde step in the provisions for active and public transport'. The proposals to remove 'a key part of protection for cyclists and pedestrians (by keeping most traffic away from the kerb) for most of the day, and all of the weekend lie contrary to the current modal shift in transport'. 'These benefits will be lost to both these groups'.</p>	See Appendix 3 (Section 1,3 and 4).
121	G41 2AZ	<p>The proposals, if enacted, will make me less likely to use buses or cycle (and more likely to make me resort to driving)'. </p>	See Appendix 3 (Section 1 and 4).
122	KY11 1AW	<p>'The bus lanes are not perfect, but reducing their hours and allowing motorcyclists in them will adversely affect the policies the Council has been following for years to make the city an example of how to best provide for walking, cycling and public transport'. These proposals were 'planned without public consultation'.</p>	<p>See Appendix 3 (Section 1 to 6). It must be stressed that the ETROs' proposals are not permanent but relate to trials that will allow data to be collected to assess the impact of the proposals. Before and after surveys will be undertaken to measure bus journey times, traffic volumes (including changes in lane activity and modal shift), traffic speeds, collision data, cycling surveys, pedestrian surveys, air quality analysis, and legal/illegal parking in bus lanes.</p>

123	TD12 4EF	<p>The proposals are contrary to the Council’s Local Transport Strategy, including policies PubTrans1 and PubTrans7. There should be a presumption against ‘the curtailing of the hours of operation and against the opening of the bus lanes to more classes of motorised traffic’. These proposals will discourage cycling by allowing general traffic and motorcycles into bus lanes. The proposals are ‘not going to positively impact’ on the Council’s target of 10% all journeys made by cycle by 2020. Allowing general traffic and motorcycles into bus lanes, bringing them closer to pedestrians, will make pavements less attractive. To simplify the bus lane operational hours, make them all 24 hours, 7 days per week.</p>	See Appendix 3 (Section 1 to 5).
124	Objector 1	<p>Proposals conflict with the Council’s own Local Transport Strategy. Loss of amenity - 'Bus lanes physically overprint cycle lanes on the road surface. There is a current problem... bike lanes disappear when bus lanes time out'. The proposals puts cyclists at greater risk.</p>	See Appendix 3 (Section 1 and 6).
125	Objector 2	<p>‘This is an objection to increasing the availability of bus/cycle lanes to more vehicles. As a regular cyclist the city needs to make cycling more safe. This measure would have the opposite effect. The important point is that bus lanes are also used by bikes and, indirectly, help to minimise car journeys. This would be a regressive step’.</p>	See Appendix 3 (Section 1 and 4).
126	Objector 3	<p>Feels safe when no other vehicles except buses and taxis are passing. Reducing the restrictions on these bus lanes will have an adverse effect on the cycling community making them more vulnerable to incidents especially the A71 Calder Road where the speed limit is 40mph.</p>	See Appendix 3 (Section 1).
127	Objector 4	<p>‘If the bus lanes are made peak hours only I can foresee issues with drivers parking in the "off-duty" bus lanes, which could easily lead to problems when drivers "slalom" to avoid the parked cars - most accidents occur at nexus points - intersections and lane changes’. Discouraged from cycling during the "off duty" hours, ‘bus lanes provide me with a safe environment’. The Council has a policy to encourage cycling and the proposals ‘will add nothing towards that goal’.</p>	See Appendix 3 (Section 1). Parking restrictions are unaffected by the trials and therefore they do not impact on the Council's ability to enforce these restrictions.

128 Objector 5 The proposals will 'make it more difficult to get around the city by healthy travel modes'. The proposals are contrary to policies in the Council's Local Transport Strategy, 'including PubTrans1, PubTrans7, Walk1, the Cycling section in general and the basic idea of reducing road danger'. See Appendix 3 (Section 1 and 5).

Appendix 5 – Objections to ETRO/14/38A

No	ID	Objection Summary	Response
1	Corstorphine Community Council	Allowing motorcycles into bus lanes will increase traffic and congestion in bus lanes, thus delaying permitted classes of vehicles.	The Council believes that allowing motorcycles to use bus lanes will not affect their operational efficiency. Before and after travel volume and speed surveys will be undertaken.
2	EH10 4SL	Objects to motorcycles having access to bus lanes as they will impede and endanger cyclists, 'motorbikes overtaking me would be truly terrifying'. Objects to Private Hire Cars getting access to bus lanes 'Would undermine all the strategic goals that Edinburgh purports to hold.'	Transport for London (TfL) undertook two extensive trials. Following these trials, TfL decided to give motorcycles permanent access to the majority of the Capital's red routes. TfL states on its website that 'the safety of motorcyclists and other vulnerable road users is unaffected' and 'benefits include reduced journey times for motorcyclists and less carbon dioxide emissions'. The Council will monitor road traffic collisions throughout the trials to ensure that any serious concerns over the safety of cyclists, or any other user groups, are identified and addressed quickly. PHCs are not part of the trial. Committee on 26 August 2014 agreed not to change its Policy to allow PHCs access to bus lanes during their operational hours.
3	EH10 5LQ	Opposes motorcycles having access to bus lanes as they will impede and endanger cyclists. 'It is an erosion of the scant provisions in place for cyclists in Edinburgh'.	See paragraphs 1 and 2 of the response given to Objector 2.

4 EH10 5LQ	<p>'Bus lanes offer the only protection for cyclists in large parts of Edinburgh where motorised traffic is particularly heavy. Allowing motorbikes to share bus lanes will reduce that protection even further'. The proposal conflicts with the Council's Local Transport Strategy 'commitment to encourage more non-motorised forms of transport around the city' and should 'at least maintain what protection there already is for cyclists'.</p>	<p>See paragraphs 1 and 2 of the response given to Objector 2. The Council will undertake before and after cycle surveys to ascertain if there is any significant change in cycling levels during the trials. Opinion surveys will also be undertaken to record cyclists' views on the impact of the changes.</p>
5 EH16 5NX	<p>Objects to cycles sharing bus lanes with motorcycles as they 'swerve in and out at great speed in comparison to a push bike and are very dangerous for cyclists' and that bus lanes 'should not be cluttered up by more petrol or diesel vehicles'.</p>	<p>See paragraphs 1 and 2 of the response to given to Objector 2. Before and after travel volume and speed surveys will be undertaken.</p>
6 EH7 5JA	<p>The proposals to allow motorcycles into bus lanes do 'not go far enough by not allowing motorcycles to use bus lanes at bus gates and contra flow bus lanes'.</p>	<p>Bus gates are usually installed to prevent general traffic 'rat running' through residential areas while maintaining access for public transport. Contra flow bus lanes are usually installed for specific traffic management reasons. It would not therefore be appropriate to allow motorcycles access to these specific types of bus lane.</p>

Appendix 6 – Objections to ETRO/14/38B

No	ID	Objection Summary	Response
1	Edinburgh Napier University	Napier University's travel surveys indicate that staff and students travel to their three campuses outwith peak travel hours. 'The route along Calder Road, Dalry Road and Gorgie Road is a significant detraction towards encouraging new and prospective cyclists to increase the number of commute journeys out to our Sighthill Campus'. As 'Calder Road will remain at 40mph for the most part, the risk to cyclists in the shared space of a lane, with mixed vehicles travelling at speed must be high'.	<p>The Council will undertake before and after cycle surveys to ascertain if there is any significant change in cycling levels during the trials.</p> <p>Opinion surveys will also be undertaken to record cyclists' views on the impact of the changes.</p> <p>The effect of the trials on all bus lane user groups will be monitored and before and after bus journey times will be undertaken.</p> <p>Collision data will be monitored throughout the trials and, if at any stage serious concerns regarding safety emerge, they can be abandoned at short notice.</p> <p>The trials will produce evidence that will allow decisions to be taken on the future operation of the city's bus lane network, taking account of the actual impact of these changes on all bus lane user groups.</p>

2 Scottish Association for Public Transport 'At a time when public transport usage in Edinburgh is healthily increasing, and when there is a need to reduce emissions from road traffic, a move to effectively increase road space for private cars in Edinburgh is incomprehensible and sends out entirely the wrong message. Buses suffer less from road congestion at off-peak times during the day. But it is equally true that private vehicles do not face congestion at these times, so allowing these vehicles to use bus lanes at these times will be of little benefit to them. Retaining the prohibition for private vehicles using bus lanes during the day Monday-Friday 07.30-18.30 and Saturday 08.30-18.30 would, we believe, cause less confusion than introducing peak-period restrictions which require car drivers to check the time of day before knowing whether to avoid bus lanes, leading to a greater probability of illegal use of the bus lanes by private vehicles'.

See main report, Impact on air quality (paragraphs 3.14 to 3.17) and Impact on modal shift (paragraphs 3.18 to 3.19). Also see response to Objection 1.

3 EH13 OHT

Firstly: there is a discrepancy in the title of the order between the Statutory Advertisement and the published Draft Order itself, per the City of Edinburgh's own Website. The former styles the Draft Order as "The City of Edinburgh Council Various (Various Bus Priority Lanes, Edinburgh) (Amended to Times of Operation) Experimental Traffic Regulation Order 201_ - ERT0/14/38B" whereas the latter title is "The City of Edinburgh Council (Various Bus Priority Lanes, Edinburgh) (Amended to Times of Operation) Experimental Traffic Regulation Order 201_ - ERT0/14/38B" i.e. omitting the initial 'VARIOUS'.

Secondly: Schedule 2 (page 5 of 7) in the Draft Order contains a chronological incoherence in that "Variations ETC TO THE CITY OF EDINBURGH COUNCIL (GREAT JUNCTION STREET, LEITH, EDINBURGH) (BUS PRIORITY LANE) AND (VARIOUS STREETS) (PROHIBITION OF WAITING) (VARIATION) ORDER 2001 apparently proposes that the "VARIATIONS" shall substitute "7:30a.m. and 9:30a.m and between 4 a.m. and 6.30 p.m. Mondays to Fridays both inclusive.) This would render the 'times of operation' incoherent.

I submit these inaccuracies in legal documents render the Council's process in this matter incompetent.

In the advert the word "various" appeared twice in the title, side by side. This is only a typographical error and would not misdirect anyone looking for a copy of the order after reading the advert.

Due to the administrative error in ETRO/14/38B, relating to the title and operating times for the part of the ETRO relating to Great Junction Street and North Junction Street, this part was re-advertised as ERT0/14/38B(i) between 20 February and 13 March 2015. The amendment to correct the error will be incorporated into TRO/14/38B, should Committee give its approval to make the Order.

4 EH4 8BY

Impact on cyclists - removal of amenity and protection will make it less safe, thus discouraging cycling. Keep the existing bus lane times or extend them to 24/7, 'providing more bus lanes will help encourage active travel', 'will allow for more safe cycling and more cycling will reduce congestion and pollution'.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on air quality (paragraphs 3.14 to 3.17). Also see response to Objection 1.

5	<p>EH10 7BB</p> <p>'The all-day bus lanes operate in what must be the busiest streets in the city, and therefore the streets where anyone cycling needs more protection from the greater volumes of traffic. 'I welcome the relative haven provided by bus lanes from the rest of the traffic which often passes far too close for comfort'. 'If the city council wants to reduce emissions and air pollution in the city, it should be doing more rather than less to encourage active travel. While reducing the bus lanes to peak times only may not have an adverse effect on bus services, it is highly likely to discourage cyclists'.</p>	<p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on air quality(paragraphs 3.14 to 3.17). Also see response to Objection 1.</p>
6	<p>EH16 5AY</p> <p>Impact on cyclists - removal of amenity - 'Opening up bus lanes makes a mockery of them being also being cycle lanes.' Impact on Public Transport - adverse effect on bus services during the interpeak - 'Opening up bus lanes leaves buses at the mercy of off-peak congestion, such as during football matches, large events etc'.</p>	<p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9). Also see response to Objection 1.</p>
7	<p>EH12 5PL</p> <p>The proposals to reduce all day bus lanes to peak periods bus lanes 'will make the main roads even more dangerous for cycling not to mention slowing the movement of buses'. The roads will be 'more unpleasant for pedestrians, who will be closer to vehicle emissions'.</p>	<p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on air quality(paragraphs 3.14 to 3.17). Also see response to Objection 1.</p>
8	<p>EH6 8DB</p> <p>The proposal to trial making all day bus lanes to peak periods is contrary to the Council's Local Transport Strategy which 'calls for encouragement of Active Travel and the prioritisation of buses'. Bus lanes are also priority lanes for cyclists and 'provide significant protection during their hours of operation. 'The biggest barrier to cycling for those that do not currently ride on the roads is acknowledged to be the perception of safety', implementing the proposals 'will not improve the take-up of cycling'. 'Pedestrians will have to put up with the extra pollution and the intimidation of vehicle traffic right next to them along those footways that run next to existing bus lanes'. 'There has been no public consultation on this issue, as far as I am aware'.</p>	<p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on modal shift (paragraphs 3.18 to 3.19), Impact on air quality (paragraphs 3.14 to 3.17), Contrary to Council's Local Transport Strategy (paragraphs 3.20 to 3.24) and Lack of Public Consultation (paragraphs 3.25 to 3.31). Also see response to Objection 1.</p>

9 EH12 8GD

The proposals will discourage cyclists using bus lanes, speed up traffic and will encourage 'motorised forms of transport'. 'The bus lanes provide a safer lane to travel in for cyclists, and the buses are unhindered'. 'I feel safer in a bus lane with buses and taxis as these drivers by enlarge are used to cyclist being in that lane. Non bus lane users are less used to cyclists and would therefore be seen as an issue. Pedestrians can also feel safer that cars are not speeding past'. 'There is maybe more of a need to move bus lanes to full time, as opposed to changing full time to only peak times'.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on modal shift (paragraphs 3.18 to 3.19) and Impact on air quality (paragraphs 3.14 to 3.17).
Also see response to Objection 1.

<p>10 EH4 5LZ</p>	<p>Basis of objection is 'the downgrading of the city's limited network of bus lanes, even for a period of only 9 months, is totally contrary to all of the Council's own travel policies, which include prioritising the pedestrian environment, cycle safety, reducing car use and car dependency, as well as pollution reduction'.</p>	<p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on air quality (paragraphs 3.14 to 3.17), Impact on modal shift (paragraphs 3.17 to 3.18) and Contrary to Council's Local Transport Strategy (paragraphs 3.20 to 3.24).Also see response to Objection 1.</p>
<p>11 EH11 1NR</p>	<p>The proposal to trial making all day bus lanes into peak periods bus lanes is 'a step backwards in achieving both active travel policy goals (due to deleterious effects on pedestrians and cyclists), will appear to have no benefit to general traffic flow and will reduce the attractiveness of buses compared to private vehicles (by subjecting both to the same traffic conditions during non-peak periods)'.</p> <p>According to the statement of reasons document the rationale for the order appears to be to "reduce confusion amongst drivers" and the justification is that "all-day bus lanes [appear] to offer no additional benefit to buses compared to peak-period lanes under normal traffic conditions"</p> <p>'If reduction in driver confusion is indeed the only goal then I contend that an equally effective method of achieving this goal would be to convert all peak-period bus lanes to all-day bus lanes, seemingly with no impact on general traffic flow either'.</p> <p>The proposal is 'not only removing bus lanes, but cycle facilities too'. 'In particular the Leith Walk, Gorgie Road, Lothian Road and Calder Road all-day bus lanes make these roads far more agreeable to cycle upon'.</p> <p>'The width of bus lanes also moves traffic well away from pedestrians walking on the affected streets. This has advantages both in making the journey more pleasant (fewer fumes and noise, fewer vehicles to splash pedestrians in rainy weather) and in safety (pedestrians do not have to cross 2 lanes of general traffic on each side of the road)'.</p>	<p>The trial is not removing bus lanes, but trialling the reduction of bus lane operational hours in all day bus lanes.</p> <p>See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on modal shift (paragraphs 3.18 to 3.19) and Impact on air quality (paragraphs 3.14 to 3.17).</p> <p>Also see response to Objection 1.</p>

12 EH16 5SQ

‘Reducing the bus lane hours will not address any existing problem, but will make the transport situation much worse for the majority of people’. The proposal ‘will make cycling in the city much more dangerous and unpleasant. Most arterial routes have no bicycle infrastructure and bus lanes offer the only protection’. The objector mentions his experiences on bus lanes on Liberton Road and the Nicolson Street/South Bridge corridor
In the objector’s experience ‘there is no need for additional road capacity during off-peak times. There is very little congestion in Edinburgh and almost nothing outside peak hours, and bus lanes would not contribute much road capacity anyway as they are usually full of parked cars at those times’.
‘As bus user, I find the bus system in Edinburgh often already inefficient and slow, as the bus lanes are often blocked, buses have to change lanes frequently and are held up behind cars. Reducing bus lanes hours will make buses even slower, again it would be more important to enforce bus lanes and reduce parking, to encourage more users into public transport.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Impact on air quality (paragraphs 3.14 to 3.17) and also see response to Objection 1.
The proposal does not impact on the bus lanes on Liberton Road and the Nicolson Street/South Bridge corridor as they are already peak period bus lanes.

13 EH7 5YG

Concerns over the impact of these proposals on cyclists who see bus lanes as ‘de facto cycle segregation’. These proposals ‘will neuter any ability to enforce double parking on Leith Walk, an area of high anti-social parking’. The proposal to change all day bus lanes to peak periods bus lanes is contrary to the Council’s Local Transport Strategy.

See response to Objection 1 and the main report, Contrary's to Council's Local Transport Strategy (paragraphs 3.20 to 3.24). The trials will not affect the enforcement of parking restrictions, as these will remain unchanged.

14 EH14 5QE

As the objector regularly cycles along Calder Road to Park and Ride at Hermiston and his comments mainly relate to Calder Road, the objection focuses and generally comments on conditions on Calder Road. Feels 'that the bus lane gives me an extra bit of space that if it was taken away would make my daily commute much more dangerous. Also I don't think that amending the times on this particular road would improve traffic flow. This is because the delay is usually at the roundabout at the bypass and is caused by traffic coming from the Livingston direction stopping across the entrance to the roundabout thus stopping road users leaving Edinburgh from progressing further'. I see this again and again at the same place. On Calder Road 'the proposal is very likely to result in higher cyclist casualties and increased emergency response times'. Would like to see the bus lanes changed to 24 hours.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9). Also see response to Objection 1.

15 EH12 5DX

The proposals to change the bus lane hours will allow cars into bus lanes thus make cycling 'a whole lot harder and far more dangerous'.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9) and also see response to Objection 1.

16 EH9 1AN

The proposal to trial to change all day bus lanes into peak periods bus lanes is contrary to the Council's Local Transport Strategy, Pubtrans1 and Pubtrans7. The proposal will 'significantly' discourage cycling by reducing its attractiveness; reducing segregation from general traffic making travel in bus lanes less safe and this will 'significantly' discourage cyclists. To reduce confusion amongst drivers, a simpler solution would be to make all bus lanes at least all-day bus lanes.

See main report, Impact on cyclists (paragraphs 3.7 to 3.9), Contrary to Council's Local Transport Strategy (paragraphs 3.20 to 3.24). Also see response to Objection 1.

Transport and Environment Committee

10am, Tuesday, 2 June 2015

George Street Experimental Traffic Regulation Order – Interim Cycle Lane Options 2015/16

Item number	7.4
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. A design process is taking place during the trial period, examining a range of alternative layouts for George Street in the long run. Any long term design will be the subject of a Traffic Regulation Order (TRO), meaning there will be a period of a year or more between the ETRO trial period finishing in September 2015 and a permanent TRO design being approved and implemented. During that interim period George Street will revert to the previous layout with four traffic lanes and a wide range of kerbside loading, parking and bus and taxi stances, as well as parking in the central reservation.

This report outlines the options for an interim cycling facility on George Street in the period between the ETRO concluding and a permanent TRO being implemented.

Links

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

George Street Experimental Traffic Regulation Order – Interim Cycle Lane Options 2015/16

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 agrees that a cycle lane facility will be retained, on a more conventional one-way layout, and opportunities to use the central reservation as civic space and public realm will be explored on George Street in the interim period between the ETRO ending and a long term TRO being promoted;
 - 1.1.2 and agrees that, taking account of the fact the range of options are limited by legal and financial restrictions, the cycle lane during the interim period will be an advisory cycle lane as per the design in Appendix One.

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, that will be in place from July 2014 to September 2015.
- 2.2 The purpose of the time-limited 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 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 and is included within the National Cycle Network and the Council's proposals to create a family friendly cycle route from Roseburn to Leith.

- 2.4 The trial year is accompanied by a major piece of design work, which is being led by an independent designer. The designer has been tasked with leading and facilitating a design options process, involving all stakeholders, to explore a wide range of options for the long term future layout of George Street. The long term layout will include a dedicated cycling facility. There has been strong and consistent feedback from stakeholders that the long-term layout for George Street should include a segregated cycling facility.
- 2.5 At its meeting of 17 March 2015, the Transport and Environment Committee considered a report on the mid-year review of the George Street ETRO and agreed to receive a further report on the options for cycling provision on an interim basis.

Main report

- 3.1 An ETRO is a time limited Traffic Regulation Order and it is not possible for an ETRO design to automatically roll forward into a permanent TRO design, even if a Local Authority wished to do so.
- 3.2 In this case, the street layout that exists at present will be removed upon expiry of the ETRO in September 2015, and at that point George Street will revert to its previous layout (as it was in June 2014), with four lanes of traffic and a mixture of kerbside loading and parking facilities, bus stops and taxi stances.
- 3.3 The long term design solution, which will be subject to a TRO, will examine all the options for segregated cycle facilities on George Street, as it will have sufficient time to do so. There are some requirements of a segregated cycle facility that rule it out as an interim measure because it cannot be delivered within a short period of time. Any design that required a restriction on loading facilities, a need to move disabled parking bays, or requirements to change bus stops, taxi stances and other parking bays would require a TRO, and significant public consultation. They would not be reasons to rule out a segregated kerbside facility in the long term street layout design.
- 3.4 However, an interim cycle lane provision, if it is to be implemented in September 2015, requires a different approach to a long-term design process. There is a significant risk that any proposal requiring a TRO could not be introduced in time for September 2015, and it is important to ensure there is a seamless introduction of an interim cycle facility that can be introduced immediately when the current ETRO expires.

- 3.5 The interim solution should be cost-effective to ensure that all available resources can be used to support the long-term design work. The interim proposal must be safe to use, and its visibility is crucial as it will help to establish the principle of a permanent cycling facility on George Street along a more conventional and symmetrical layout than the ETRO layout.
- 3.6 Research during the ETRO has found significant support for any long term cycle facility on George Street to be symmetrical and aligned on a more conventional basis with eastbound traffic on the northern carriageway, and westbound on the southbound carriageway. This will be introduced with the interim proposal.
- 3.7 In terms of practical and deliverable interim measures, that could be implemented in September 2015, and which would not divert resources away from the long-term design process, there were two deliverable options.
- 3.8 The preferred solution is an advisory cycle lane that is not kerbside, but sits in between the two lanes of carriageway in each direction (see Appendix One). It retains a dedicated cycle facility, it does not require a TRO, is cost-effective, and as an interim measure it provides a clearly visible and unbroken cycle lane while returning symmetry to the street. It has no impact on loading and parking facilities, and no impact on the public transport network (bus stops and taxi stances). It is the type of cycle way that has proved to be effective, safe and popular on the south side of the city, having been implemented from Causewayside to Kings Buildings.
- 3.9 This interim measure would not be a segregated cycle lane, but it could be installed seamlessly at the same time as the removal of the ETRO layout in September 2015 without requiring a TRO or any further consultation.
- 3.10 An alternative solution, that is deliverable but less preferred, would be to install a kerbside advisory cycle lane. This could also be installed in September 2015 as it would not require a TRO or any further consultation. However, it is also unsegregated, and it would not provide a straightforward unbroken visible cycle facility on George Street. It could not impinge on any loading bay, parking bay, bus stop or taxi stance. It would have to either skirt round these obstacles, which are manifold on every block, or it would need to be hatched in the spaces in between the loading and parking bays and the bus and taxi stances. It would potentially lack clarity visually, be unmistakably stop-start in nature, be more difficult to read and follow for the less experienced cyclist, and it would be potentially more dangerous as a consequence.
- 3.11 Given these factors, the unbroken cycle lane, located between live traffic carriageways, that has proved successful on the south side of the city, is the recommended approach as an interim measure, and is more likely to help establish the principle of a dedicated cycle facility with the broad range of other stakeholders on George Street.

Measures of success

- 4.1 An interim cycle facility is introduced in a seamless manner on George Street, being installed at the same time as the ETRO layout is removed in September 2015.
- 4.2 The interim cycle facility retains the visible presence of a cycle facility, both eastbound and westbound, on George Street for the period between the ETRO expiring and a permanent TRO being introduced. This will help to establish the principle of George Street being a key street for the cycle network, both as part of the National Cycle Network and the family cycle network in Edinburgh, amongst cyclists and for other stakeholders on George Street.
- 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 for the city centre and the Council's Active Travel Action Plan.
- 4.4 The delivery of a project within agreed timescales and budget.
- 4.5 The delivery of a cycle facility that is safe and visible for the interim period, but which does not divert resources or attention from the key work stream of delivering an appropriate cycle facility within the long-term design process for George Street.

Financial impact

- 5.1 The cost for implementing the proposal will be contained within the Services for Communities budget. During the ETRO, 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. The precise costs will be reported at the conclusion of the trial. The same approach will be adopted for the design and delivery of the interim cycle facility, to enable resources to be concentrated on creating and delivering an appropriate long-term design and layout for George Street.

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 ETRO 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. This report recommends a deliverable interim arrangement for cycling for during that period.

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.
- 7.4 The George Street ETRO layout was subject to a Stage 2 Road Safety Audit. The proposed interim cycle facility will also be subject to a Stage 2 Audit.

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. This group – which is open to members of the public and all interested parties – is also included in the design options process that is working towards a long-term layout for George Street. 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 Services have also been included in the consultation and design process, that will produce options for the long-term layout of George Street.
- 9.3 Local Elected Members have been given advance sight of the proposed plans. The key observations were that it is positive that a facility will be maintained after the ETRO, though noting that the three junctions on the street present difficulties for a less experienced cyclist and there is an unavoidable conflict with buses.

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](#)

John Bury

Acting Director of Services for Communities

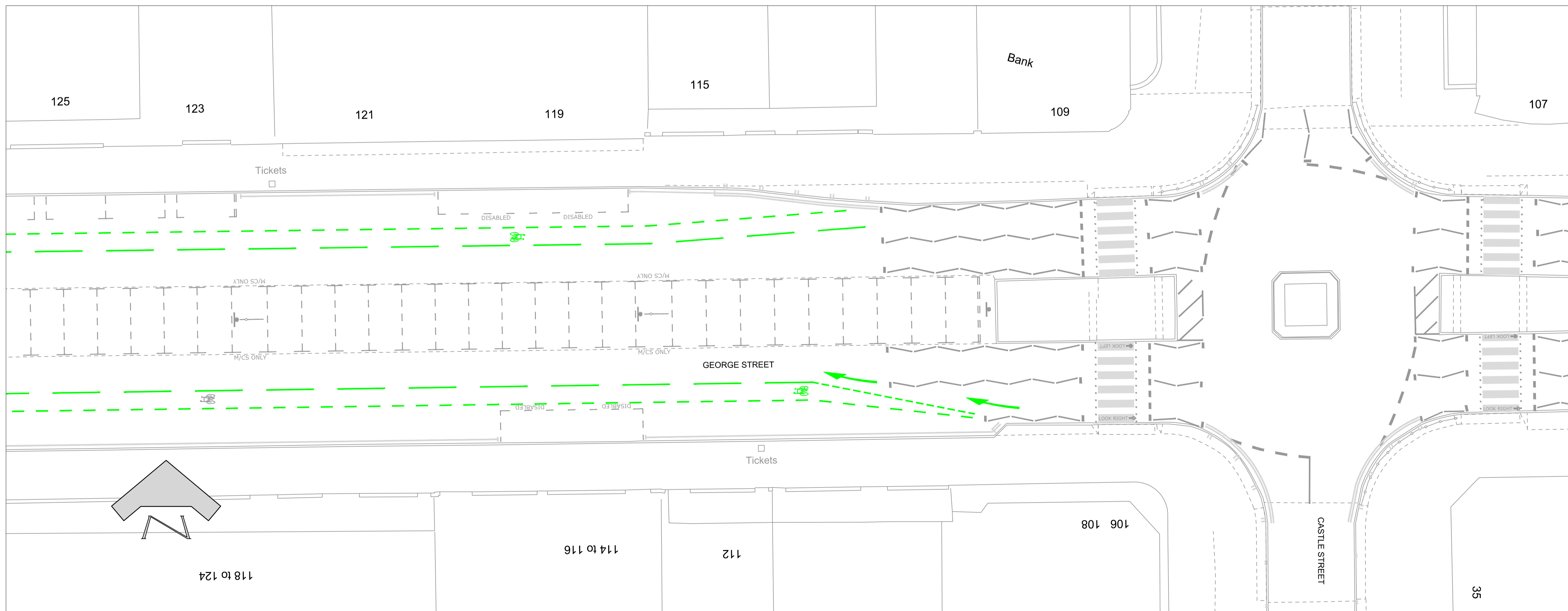
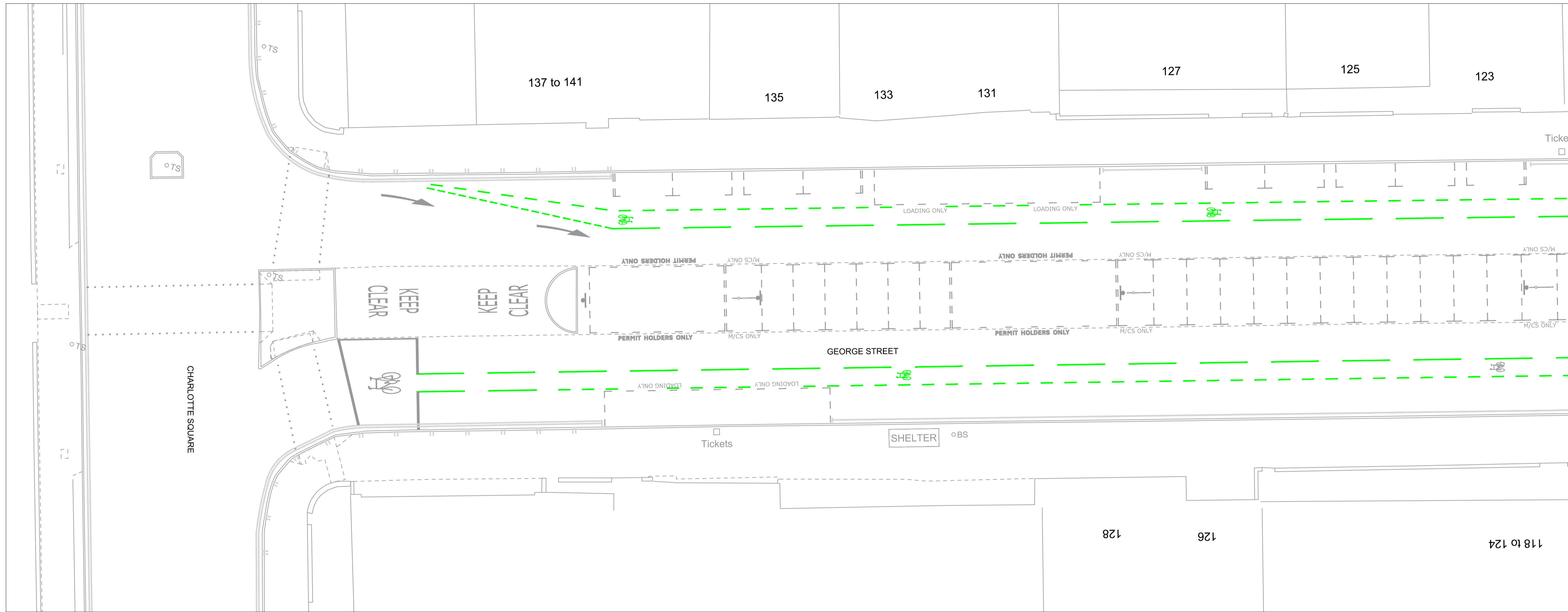
Contact: Iain MacPhail, City Centre Programme Manager

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	<p>1 Proposed interim cycle facility layout on George Street (total of 4 pages)</p>

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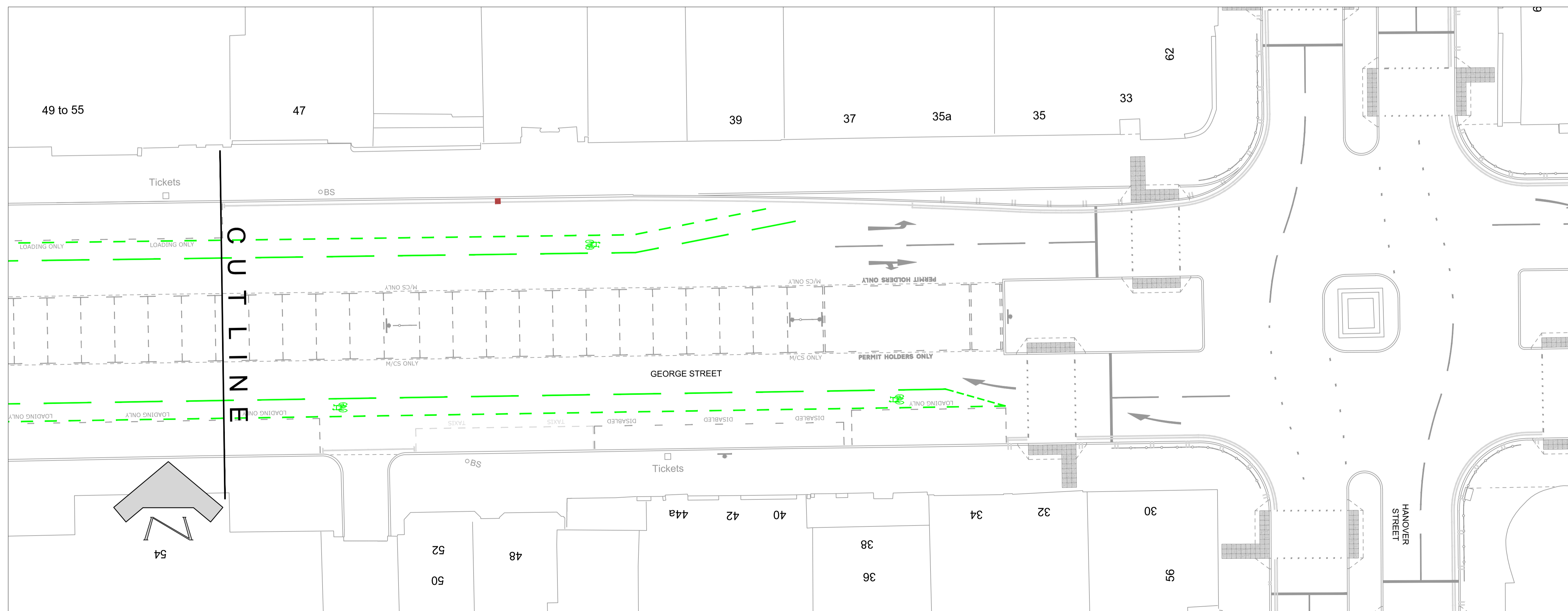
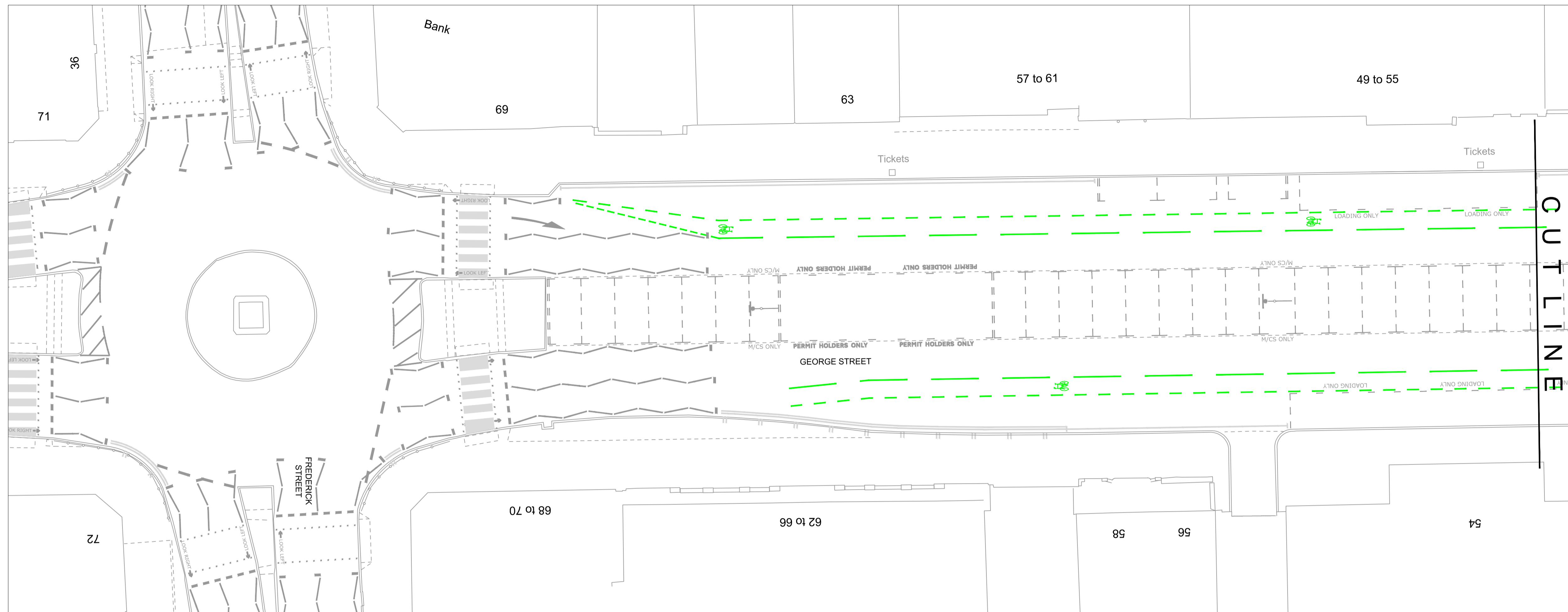
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The City of Edinburgh Council
Waverley Court, 4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

TRANSPORT
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NEW WORKS
Roads & Transport Design

George Street Experimental Order
Removal of Measures
Advisory Cycle Lanes

Date: 26 March 2016 Job No.: 636460 Drawn by: A Parkinson
Scale: 1:200 Checked by: J Robertson

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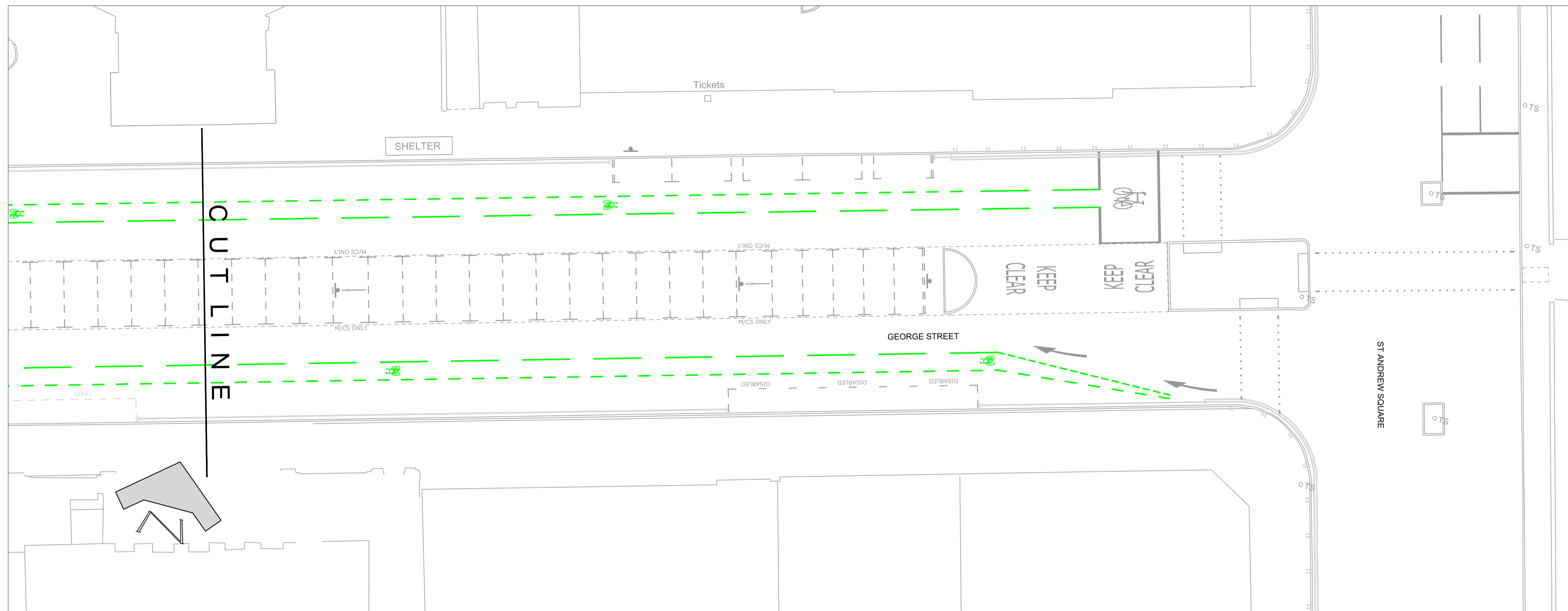
George Street Experimental Order
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Advisory Cycle Lanes
Drawing 3 of 4

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Removal of Measures
Advisory Cycle Lanes
Drawing 4 of 4

Date: 26 March 2016 Job No.: 636460 Drawn by: A Parkinson
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Transport and Environment Committee

10am, Tuesday, 2 June 2015

Review of Tables and Chairs Summer Festival Trial in George Street

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

Executive summary

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

A report to Committee on 13 January 2015, outlined that the trial had been a success, resulting in an improved economic impact for traders, a positive atmosphere for locals and visitors, and no recorded noise complaints, public disorder or arrests on the street.

The report also recommended consulting with key stakeholders, on extending the operating hours of the current tables and chairs permit system, on a similar trial basis, to other areas of the city centre, beyond George Street, during the Edinburgh Festival Fringe in 2015. That included premises within the City Centre Ward located within 150 metres of an official Festival or Fringe venue, and Fringe venues at the Pleasance, Bristo Square and George Square. This report outlines the consultation that has taken place on the proposal to extend the trial to other areas of the city centre.

Links

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

Report

Review of Tables and Chairs Summer Festival Trial in George Street

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 agrees that, in the light of the satisfactory outcomes from previous years' trials, and to support work to promote the West End as a destination, the operating hours for tables and chairs permits in George Street and the West End Community Council area will be extended to midnight for premises in these areas, during the advertised operating period of the Edinburgh Festival Fringe in 2015 and in future years;
 - 1.1.2 agrees that, during the advertised operating period of the Edinburgh Festival Fringe, businesses on George Street and those located within the West End Community Council area may apply for permission to use tables and chairs until midnight instead of 10pm (noting that it is the responsibility of businesses to apply for, and obtain the appropriate License and that this report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee);
 - 1.1.3 agrees to consult further with key stakeholders in the New Town and Old Town Community Council areas of the city centre, on the impact on residential amenity that may arise from any extension of the operating hours of the current tables and chairs permit system and to receive a report on the outcome of the consultation.

Background

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

- 2.2 The 3 June 2014 report required the Council to liaise with Police Scotland to report on the outcomes of the trial. Concerns had been expressed that later operating hours may lead to an increase in complaints about noise, or an increase in arrests and public disorder. Police Scotland was asked to provide information on numbers of arrests on George Street during the hours of 10pm until midnight during the trial period.
- 2.3 Police Scotland reported that there were no arrests or complaints relating to noise or any other disturbance from patrons using the outdoor tables and chairs facilities on George Street during the Edinburgh Festival Fringe in 2014. There were no complaints made to City of Edinburgh Council services about noise or behaviour within the outdoor dining areas during the hours of 10pm to midnight.
- 2.4 The extended operating hours contributed to very positive customer feedback about George Street during the Festival. During the 2014 Edinburgh Festival Fringe period, 200 interviews were conducted. Around 90% of respondents said that the introduction of café culture on George Street has improved their experience of the street.
- 2.5 Given that there were no arrests and no recorded complaints about noise or other behaviour relating to the patrons in the outdoor tables and chairs areas on George Street during this trial month, Committee approval was given on 13 January 2015 that the same arrangement (permitting tables and chairs use outdoors until midnight instead of 10pm) should be allowed on George Street during the advertised, and recognised operating period, of the Edinburgh Festival Fringe in 2015 and future years.
- 2.6 The 13 January 2015 Committee report also recommended that a consultation with key stakeholders should take place on extending the operating hours of the current tables and chairs permit system on a similar trial basis to premises in City Centre Ward located within 150 metres of an official Festival or Fringe venue, and to premises attached to Fringe venues at the Pleasance, George Square and Bristo Square during the Edinburgh Festival Fringe in 2015.
- 2.7 Following the approval of that report in January 2015, the Council undertook to consult with local Community Councils, Festival venue operators, Police Scotland and local businesses. This consultation took place in February and March 2015. This report outlines the key findings arising from that consultation.

Main report

- 3.1 Council officials met with, and consulted with, the following groups in February and March 2015:
- West End Community Council;
 - New Town & Broughton Community Council;

- Old Town Community Council;
- Salt & Sauce Productions (which has operated the Spiegel Tent and Spiegel Terrace on George Street and St Andrew Square Gardens during recent Festivals);
- Underbelly (which provides many of the attractions during the Winter Festivals); as well as
- local hospitality providers and representatives from local business improvement districts.

3.2 In discussing the potential impact of extending tables and chairs operating hours during the summer Festival, three key considerations have been discussed. These are: residential amenity; providing parity for local hospitality operators during the Festival period; and improving Edinburgh's Festival offering, given the importance of the Festival to the local economy.

Residential Amenity

3.3 The potential impact (if any) on residential amenity is of paramount importance. It has been recognised that this impact will vary from area to area, and from premises to premises. There was no recorded negative impact arising from the trial on George Street in 2014, and Police Scotland has indicated that later operating hours for outdoor tables and chairs during the summer Festival is an assistance in crowd control terms. However, some parts of town (such as George Street and the West End) have relatively few tables and chairs permits located near residential properties, whereas others (such as the Grassmarket and parts of the New Town) have considerably more. An area-by-area approach is therefore recommended, with residential amenity the key consideration.

Parity for local businesses

3.4 A second important consideration is being able to provide a level playing field and parity of operating hours and trading conditions for local hospitality businesses. A number of short-term pop-up bars are established by Festival and Fringe venues, purely to operate during the August Festival period. In recent years, pop-up bars on George Street, such as the Spiegel Terrace outside the Assembly Rooms, have been granted operating hours that stretched to midnight, well beyond the operating hours of neighbouring George Street bars and restaurants' outdoor tables and chairs.

3.5 This situation arose because a Temporary Traffic Regulation Order (TTRO) was put in place to enable temporary Fringe venues to be located on the highway or footpath. Once a TTRO is in place, the site is technically no longer a roadway. The later operating hours granted to the Spiegel Terrace and other similar pop-up venues in recent years were not granted as a tables and chairs permits. They were granted under an occasional licence that were issued for the later period because the TTRO roads consent had provided permission for the entire

venue (including tables and chairs) to be present on the roadway for the duration of the Fringe. A key outcome from the consultation with Festival operators was that the proposal to extend tables and chairs permits to midnight (or to retain the present limit of 10pm) would not affect pop-up venues, as they do not apply for tables and chairs permits.

- 3.6 Local hospitality providers are potentially disadvantaged by this. Instead, local operators point out that local premises operate using a tables and chairs permit throughout the year, and contribute more to the local economy and Council revenues by providing local employment and paying business rates all year round (not just in August). Their concern is that it does not seem fair to limit the outdoor service hours in local establishments to 10pm during the busiest month of the year when a pop-up operator nearby can operate for two further hours (or more in some cases).
- 3.7 The key issue for this report is therefore not about limiting or extending the ability of Festival venues to operate. Nor does this report seek to change the existing licensing arrangements for the Festival period, which work very effectively, helping to facilitate the operation of the World's biggest and most popular arts festival. Instead, the focus of this report is about ensuring there is no detrimental impact on residential amenity while providing parity of operating conditions between existing local businesses, which operate year-round and short-term pop-up operators during August which benefit from operating hours that extend beyond 10pm.
- 3.8 Consequently, this stage of the consultation has reached the following conclusions:
- The extended operating hours for tables and chairs permits (to extend to midnight instead of 10pm) that are already approved for George Street should also be implemented in the West End Community Council area during the summer Festival in 2015 on a trial basis.
 - This is because, in the West End Community Council area, there is a smaller number of existing premises with tables and chairs permits (which could take up the opportunity); there is a smaller number of pop-up venues (reducing the instances where a local business will not have parity of operating conditions with neighbours); and there are very few existing tables and chairs operators located next to residential properties when compared to elsewhere in the city centre.
 - As a reassurance for residents within the West End Community Council area, any premises seeking to extend the operating hours of their existing tables and chairs permits would be required, as a matter of normal procedure, to advertise that fact, and residents will have the opportunity to object to an application by any individual premises. This report only establishes the principle that premises may apply for later operating hours for outdoor tables and chairs during the Festival period within the West

End Community Council area. It is the responsibility of businesses to then apply for an extension, and it is the responsibility of businesses to apply for and obtain the appropriate License. This report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee, and residents will have the opportunity to object to an application by any individual premises.

- 3.9 The New Town & Broughton and the Old Town Community Council areas require further rounds of consultation to take place, if the delicate balance is to be successfully achieved of providing parity of operating conditions to local hospitality operators while ensuring there is no detrimental impact on residential amenity. The situation in these areas is different from that in the West End.
- 3.10 In the Old Town and the New Town, there are a much larger number of existing premises with tables and chairs permits, which could take up the opportunity, many of which are located in close proximity to residential properties. The greatest concentration of pop-up venues is located within these two Community Council areas, which increases the instances where a local operator will reasonably wish to seek parity with a neighbouring pop-up operator. An audit of existing permits and their locations will be the basis for discussion with these two Community Councils.
- 3.11 This discussion will also examine where pop-up operators have operated in recent years (particularly those whose operating hours extend beyond 10pm). In those cases there may be an argument that the presence of a later-operating pop-up event has already impacted residential amenity during the month of August, and the provision of parity of operating hours and conditions may then be reasonable on the basis that it would not impact any further while providing parity for the local trader.
- 3.12 The importance of making evidence-based decisions has been highlighted by both Community Councils. Establishing the extent of existing tables and chairs permits, and the location of pop-up events with later operating hours (based on information from recent Festivals), will be crucial in assessing in which areas there will be an impact on residential amenity, and in which areas there is a need to provide parity of operating conditions to traders.
- 3.13 A report will be submitted to Committee on the outcome of the consultation with the New Town and Old Town Community Councils, on whether to change the existing 10pm limit on tables and chairs in those areas for future Festivals. The report will also consider the potential to carry out similar trials in other areas of the city.

Measures of success

- 4.1 The introduction of these measures during all future Festival periods on George Street will result in a more attractive city centre environment for those travelling

to, living in, working and visiting the area during the Edinburgh Festivals, and bring parity to businesses in the street.

- 4.2 For premises in the West End, the outcomes of the trial during the Festival in 2015 will be reported back to Committee. That report will make recommendations on the suitability or otherwise of extending the hours of tables and chairs permissions in other areas beyond George Street and across the wider city during future Festivals.

Financial impact

- 5.1 The cost for reviewing the impact of the proposal will be contained within the Services for Communities budget.
- 5.2 Revenue from tables and chairs permits may increase, as any businesses seeking to extend the hours of their tables and chairs permit would be charged for the additional hours on a pro rata basis.

Risk, policy, compliance and governance impact

- 6.1 The proposals are consistent with the outcomes identified in a report to the Transport and Environment Committee on 29 October 2013 “Building a Vision for the City Centre - Consultation Outcome”.
- 6.2 It is the responsibility of businesses to apply for and obtain the appropriate License. This report does not seek to fetter the discretion of the Licensing Board or Regulatory Committee.
- 6.3 A report will be brought to Transport and Environment Committee outlining the results of the consultation with the Old Town and New Town Community Councils, and will provide an analysis of the impact in George Street and the West End of the extended operating hours during the Festival in 2015. It will make recommendations to either retain the existing tables and chairs policy position or to make recommended changes based on the trial outcomes on a case by case basis.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider George Street Experimental Traffic Regulation Order (ETRO) project, which will run until September 2015.
- 7.2 The layout of the street has been influenced by consultation feedback from a wide variety of equalities groups, to ensure ease of access could be maintained for all equalities groups, including by ramp access onto any outdoor seating

areas. This was previously reported to Committee on 29 October 2013 and 29 April 2014.

- 7.3 Crime and air quality levels on George Street and surrounding streets are being monitored as part of the research package which will run for a year alongside the proposed George Street trial. Local residents' groups have been included in specifying the research package, to help ensure the right information is captured, recorded and analysed.

Sustainability impact

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

Consultation and engagement

- 9.1 An extensive round of consultation on permits for tables and chairs last took place in 2007, being reported to the City of Edinburgh Council on 20 December 2007. This evidenced that a majority of members of the public supported extensions of permit times, and a significant majority (90%) of permit holders supported an extension.
- 9.2 A consultation is underway and will continue to take place with key stakeholders on the proposal to allow the extension of operating hours for table and chairs permits on a trial basis during the 2015 Edinburgh Festival Fringe for premises in the Old Town and New Town & Broughton Community Council areas, for premises that are within 150 metres of a Fringe venue. The Council's City Centre Programme Manager will continue to meet with local Community Councils and Business Improvement Districts to identify any areas with existing tables and chairs permits in City Centre Ward where an extension of operating hours during the Festival period may impact on residential amenity, and where there is an issue of parity of operating conditions for local hospitality traders.
- 9.3 The views of local Elected Members were captured directly and within Community Council meetings that discussed this report. Local Members expressed particular interest in ensuring that residential amenity is maintained in the areas of the city (Old Town and New Town) where there is the greatest concentration of tables and chairs permits. They were supportive of the recommendation to continue dialogue with these two community councils, to ensure that local hospitality providers have parity of operating conditions while ensuring that residential amenity is maintained.

- 9.4 If the outcome of any trials support a change the existing 10pm limit on tables and chairs permits during future Fringe Festivals then there will be a requirement for a full public consultation before any such change could be progressed.

Background reading/external references

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

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

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

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

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

John Bury

Acting Director of Services for Communities

Contact: Iain MacPhail, City Centre Programme Manager

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

Links

Coalition pledges	<p>P24 – Maintain and embrace support for our world-famous festivals and events.</p> <p>P28 – Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.</p> <p>P31 - Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p>
Council outcomes	<p>C19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>C20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p>

Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	None

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

National Walking Strategy Action Plan: Response to Consultation April 2015

Item number	7.6
Report number	
Executive/routine	Executive
Wards	All

Executive summary

On behalf of the Scottish Government, Paths for All is currently developing an Action Plan for the [National Walking Strategy: Let's Get Scotland Walking](#). This was launched in June 2014.

The Council was invited to participate in a key stakeholder consultation to review the Action Plan, consider its 20 actions and provide answers to five questions.

It is recommended that the Council's draft response to the National Walking Strategy Action Plan Consultation, submitted on 2 April 2015, be approved retrospectively.

If Committee wish to amend or add to the responses, these comments will be forwarded to Paths for All.

The Convener and Vice-Convener were informed of the consultation response at a meeting on 23 April 2015.

Links

Coalition pledges	P43 , P46 and P50
Council outcomes	CO10 , CO18 , CO19 , CO22 and CO26
Single Outcome Agreement	SO4

National Walking Strategy Action Plan: Response to Consultation April 2015

Recommendations

- 1.1 It is recommended that the Committee approves the Council's draft response to the National Walking Strategy Action Plan consultation which was submitted on 2 April 2015.

Background

- 2.1 The Scottish Government's National Walking Strategy: Let's Get Scotland Walking was launched in June 2014.
- 2.2 The Strategy was drafted by a working group consisting of the Scottish Government, COSLA and a range of groups from the sport, educational, heritage and voluntary sectors.
- 2.3 The three main aims of the National Walking Strategy are to:
- create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
 - generate better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
 - enable easy, convenient and safe independent mobility for everyone.
- 2.4 The aims of the Strategy closely match those of the Council's Local Transport Strategy 2014-19 and its Active Travel Action Plan.
- 2.5 The working group produced a more detailed Action Plan, to help deliver the strategic aims and vision of the Strategy. The group requested feedback from the Council as one of the key stakeholders.
- 2.6 The intention is to publish the final Action Plan in summer 2015.
- 2.7 The Convener and Vice-Convener were informed of the consultation response at a meeting on 23 April 2015.

Main report

- 3.1 Paths for All invited the Council to consider the Actions in the Plan in relation to Edinburgh's plans and programmes for walking.

- 3.2 Council Officers drafted an interim reply in accordance with the Local Transport Strategy 2014-19, the Active Travel Action Plan and the Council's wider objectives. The draft reply is included as Appendix One: Draft Council Response to the National Walking Strategy Action Plan.
- 3.3 The response indicates that the Council supports the National Walking Strategy Action Plan. It has considerable scope to contribute to a range of important objectives and build upon the successes of the Council's current Active Travel Action Plan. However, there is scope to strengthen the plan and, with additional Scottish Government investment, there is potential to give it real momentum.
- 3.4 The five questions that the Council was asked to consider and a brief summary of each reply is provided below:

Are there any Key Actions or Actions missing?

- 3.5 Council officers suggested the inclusion of the following actions: to continue the *Smarter Choices, Smarter Places* project; change the default urban speed limit from 30mph to 20mph; and to provide additional training for developers on the principles of *Designing Streets*.
- 3.6 The Council sought more information from the Scottish Government on the nature of the guidance documents which the Council is required to produce as part of the Action Plan and on whether the Scottish Government intended to extend the Core Path Network.

Please consider the organisations that are listed as 'Champions' or lead organisations. Are they the most appropriate?

- 3.7 The Champions organisations were considered to be appropriate. However, the inclusion of the Landscape Institute was suggested.

Who should have roles in delivering these interventions? Have we listed all the appropriate partners? Are there others that should be added?

- 3.8 It was considered that governmental and third sector organisations should help to deliver these interventions.

What monitoring arrangements should be put in place? Have we identified the right milestones?

- 3.9 The inclusion of specific timed milestones were recommended by the Council as these can be helpful to monitor progress on long-term projects.

Are the priority levels appropriate for each action?

- 3.10 It was suggested that the 'priority' designation from those actions which were not 'high priority' was removed. This would make the document clearer. Activity on 'high priority' actions should start as soon as possible.

Measures of success

- 4.1 Paths for All consider the suggested changes and make suitable amendments to the Action Plan.
- 4.2 That clarification is provided for the questions that the Council has raised regarding the Action Plan.

Financial impact

- 5.1 There may, potentially, be opportunities for walking projects in Edinburgh to benefit from match-funding with the partner Champion organisations.

Risk, policy, compliance and governance impact

- 6.1 There are a number of Actions which identify local authorities as either a main or co-champion which are responsible for delivering the necessary outcomes.
- 6.2 These impacts broadly include: street design guidelines, road safety, improvements to the pedestrian environment, planning conditions, street lighting and safer community design.
- 6.3 Therefore, as a result of this Action Plan the Council may be required to commit future resources to meet the objectives, monitoring and reporting commitments.

Equalities impact

- 7.1 The National Walking Strategy Action Plan includes the use of wheelchairs, buggies and similar mobility aids with the aim of ensuring easy and convenient independent mobility for all.
- 7.2 It is considered that the Action Plan will have a positive impact on health rights and on the protected characteristics of age and disability.

Sustainability impact

- 8.1 The impacts in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties were considered and there are expected to be no adverse impacts.
- 8.2 The proposals within the Action Plan may have a positive impact on reducing carbon emissions, improving the city's resilience to climate change and contribute to sustainable development as the Plan intends to make walking a more attractive way for people to travel while reducing private car use.

Consultation and engagement

- 9.1 This report sets out the Council's response to the Scottish Government's consultation on the National Walking Strategy Action Plan.
- 9.2 It should be noted that this was a targeted stakeholder consultation to seek the views of the Council and not a full public consultation.

Background reading/external references

Local Transport Strategy 2014–2019:

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

Active Travel Action Plan:

http://www.edinburgh.gov.uk/downloads/file/1414/active_travel_action_plan

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: Gavin Sherriff, Professional Officer

E-mail: gavin.sherriff@edinburgh.gov.uk | Tel: 0131 469 3616

Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P46 - Consult with a view to extending the current 20mph traffic zones.</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO10 - Improved health and reduced inequalities.</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> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix One: Draft Council Response to the National Walking Strategy Action Plan.</p>

Appendix 1: Draft Council Response to the National Walking Strategy Action Plan

The City of Edinburgh Council supports the National Walking Strategy Action Plan. It has considerable scope to contribute to a range of important objectives. It will help us build upon the successes of our current Active Travel Action Plan and will support future proposals. However, we feel that there is significant scope to strengthen the plan in some areas. We also feel that further support for the plan, via additional Scottish Government investment and in kind work such as training programmes, will be necessary to give it real momentum.

1. Are there any Key Actions or Actions missing?

Action 6 – Legislative Framework

We suggest that there is a case for this action including specific reference to the Scottish Government exploring in detail the incorporation of ‘presumed liability’ into Scots Law. Both the benefits and potential consequences have to be more fully explored and the Council would welcome more information relating to how various road users would be impacted by presumed liability. Given that taking the action forward would require legislative change; we feel that the Champion should be the Scottish Government.

Action 10 – Supporting mode shift

The Council would like to see the continuation of the Smarter Choices, Smarter Places fund for the foreseeable future. A long term funding stream would permit better planning of spend and will achieve increased awareness of the issues and of alternative travel options, providing the opportunity to deliver lasting change. The programme could cover walking for leisure as well as transport.

Action 13.1 - Design Guidance

We agree that local authorities develop design guidance over and above Designing Streets etc. However, we would suggest that the wording of this action should be clear that the intention is to encourage not only walking but other forms of sustainable transport and to contribute to place making.

Action 13.2 or 18.4 - Speed Limits

We would suggest that this action could be strengthened to include specific reference to encouraging and facilitating the introduction of urban 20mph speed restrictions. In addition the action could include consideration of changing the default urban speed limit from 30mph to 20mph, subject to devolution of suitable powers.

Missing action from Key Action 13 – Walking networks

There is a case for an additional action, with the Scottish Government as champion, relating to improved powers to tackle footway and double parking. These restrict pedestrian movement and create further hazards for people crossing roads.

Action 15 – support for good quality walking environments through Planning and Development

The principles of Designing Streets need to be adopted to ensure that places and people are considered before the movement of motor vehicles in all new developments. The Council is developing its own guidance document specifically for Edinburgh and SCOTS has prepared new guidance but engagement and buy-in from internal and external stakeholders is key. One of the key factors is professional training. However this is uneconomic for most individual local authorities to provide. So it is suggested that action 15 should include a Scottish Government funded training programme for developers, consultants and local authority practitioners.

Action 16 – Distance from paths and green space

Clarification is sought on the role of Core Paths in addressing this and other actions.

2. Please consider the organisations that are listed as ‘Champions’ or lead organisations. Are they the most appropriate?

The Champion organisations are considered to be appropriate. However, the Landscape Institute does not appear in the document anywhere as a partner. Given that it is generally landscape architects who design public realm and hard and soft landscaping proposals in areas of redevelopment or regeneration, it would be beneficial to work with the Institute.

3. Who should have roles in delivering these interventions? Have we listed all the appropriate partners? Are there others that should be added?

Clarification of the role of Access Forums in as potential Champions in taking forward action 16 would be welcome.

4. What monitoring arrangements should be put in place? Have we identified the right milestones? *NB. Some of the milestones will need to be discussed with the Delivery Forum.*

Our experience is that specific timed milestones are helpful, even for actions that are 'ongoing'. Otherwise there can sometimes be no specific driver for action at any given time. A number of the 'milestones' in the draft are in fact indicators. While the indicators make sense, they do not replace milestones.

The need to generate milestones might lead to the creation of some further useful action. For example action 13.4, regarding footway maintenance, could generate a milestone around setting up events/training courses on best practice in footway design and maintenance.

5. Are the priority levels appropriate for each action?

It is suggested that It might be clearer to remove the designation 'priority' from those actions which are clearly seen as not as important as the 'high priority' actions. Consideration could be given to whether this issue would better be dealt with through milestones – the highest priority actions should have the most activity taking place on them as soon as possible; lower priority actions may have to wait longer.

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

City Centre Public Spaces Manifesto Update

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

Executive summary

On 5 November 2013, the Corporate Policy and Strategy Committee approved a Review of Events Governance. One of the recommendations was that a report would be submitted to Committee, setting out a revised application and approval process for event organisers and to provide clarity about the process for other stakeholders. This process is already defined for the city's greenspaces in the Parks and Greenspaces Events Manifesto. This report concentrates on all other civic spaces in the city centre owned by the Council and others.

This report outlines work and discussions that have taken place to date with a range of stakeholders. It makes two recommendations. Firstly, a wide-ranging public consultation should be commenced to consider the use and management of all public spaces within the city centre. This consultation will directly inform a Public Spaces Manifesto, which will set out the Council's preferred uses of city centre civic spaces for the long-term future. There is widespread agreement amongst stakeholders that this is required. Secondly, the report recommends that Castle Street (and potentially, other areas within the city centre) become trial sites during the consultation period to test the effectiveness of a more prescriptive approach to the use and management of public spaces in the city.

Links

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

Report

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 notes that a Public Spaces Manifesto (covering events and other uses) is required to provide clarity and certainty for event applicants, the Council and residents, businesses and other stakeholders, as a key part of the City Centre Vision and the long-term approach to management and use of civic spaces;
 - 1.1.2 recognises the balanced use of civic spaces in the West End, described in paragraphs 3.4 to 3.5 below, as an example of good practice in managing civic spaces with stakeholders;
 - 1.1.3 approves the launch of a public consultation on the use and management of all public spaces in the city centre to inform a Public Spaces Manifesto;
 - 1.1.4 agrees that trial arrangements for the use and management of Castle Street (as described in paragraph 3.7 and Appendix One) be adopted during the consultation period (specifically between June 2015 and September 2016);
 - 1.1.5 notes that the results of the trial in Castle Street and the findings of the public consultation will inform any other trial arrangements which may be required; and
 - 1.1.6 notes that a report on the findings and recommendations of this public consultation and Castle Street trial will be submitted to this Committee in the Autumn of 2016.

Background

- 2.1 On 5 November 2013 the Corporate Policy and Strategy Committee approved a Review of Events Governance. One of the recommendations was that a report would be submitted to Committee setting out a revised application and approval process for event organisers.

- 2.2 Discussions have taken place with a range of stakeholders, including Business Improvement Districts, the West End Community Council, New Town and Broughton Community Council, the Old Town Community Council, festival and events organisers, and Council services represented on the Events Management Group. These include Licensing, Roads, Parks and Greenspace, Culture and Sport (Public Safety and Events), City Centre and Leith Neighbourhood, Planning, Communications and the City Centre Programme Manager.

Main report

- 3.1 Stakeholders were unanimous in agreeing which issues need to be addressed. The key workstream required is a clear manifesto or policy statement of the Council's preferred uses for each civic space in the city centre. By "civic space" this report means all spaces that are open to the public, whether those spaces are owned by the Council or other organisations or individuals. This manifesto will provide a policy framework that offers greater clarity for applicants, neighbouring residents or businesses and the Council on appropriate event types, event frequency and the preferred uses of different spaces in the city. The proposed Public Spaces Manifesto will lead to a more effective use and management of civic spaces in the city centre.
- 3.2 Stakeholders also commented that the existing policy and procedural framework is effective, but has important gaps. These gaps are:
- 3.2.1 no clear statements by the Council on the preferred function or use of each particular civic space;
 - 3.2.2 as a result, a lack of clear and agreed criteria which the Council could use to select between several simultaneous applications competing for the same civic space; and
 - 3.2.3 no mechanism which the Council can use to protect a public space either from its over-use, or a single use monopolising the space (mono-use), or under-use (with the exception of greenspaces and parks owned by the Council, which are covered by the Parks and Greenspaces Events Manifesto).
- 3.3 Stakeholders also commented that without a single document setting out which uses are preferred for any given civic space, and clear guidelines on which uses are appropriate and welcome, the current policy framework is reactive to applications, and could appear to set precedents for future use. The proposed Public Spaces Manifesto will complement, not change, any existing policies and procedures. The Manifesto will provide certainty for applicants and stakeholders and more strategic and effective governance of the use of civic spaces. An example of good practice from the West End is provided in Appendix Five.

Major public consultation

- 3.4 It is proposed that a major public consultation on the preferred uses of all civic spaces in the city centre be launched following Committee approval. This will be modelled on the consultation that was undertaken to develop the Open Spaces Strategy and Local Development Plan. The consultation will be conducted in three stages. In the first stage, the public, Neighbourhood Partnerships and all other stakeholders will be asked to identify issues concerning the use of civic spaces across the city centre. In stage two, the results will be analysed and compared with the results of an audit by the Council of how different spaces are currently used. This will identify citywide issues, issues which are specific to particular localities, and relevant stakeholders. In stage three of the consultation, the Council will bring together all the relevant parties to discuss the key issues, and determine the appropriate guidance for individual civic spaces. This will inform the proposed Public Spaces Manifesto – setting out the city’s aspirations for the use of civic spaces for a period of ten years. Further details are provided in Appendix Two.

Trial of guidance for Castle Street

- 3.5 It is also proposed to trial interim guidance for Castle Street, for a period of 18 months. This trial guidance will be tested, analysed and reported back to Committee, and will be in place for the period that the public consultation on uses of civic spaces across the city centre is being undertaken. The trial guidance for Castle Street is attached as Appendix One, and is informed by the work undertaken to date in the West End. The trial will allow the Council to test the strengths and weaknesses of a more prescriptive approach to the use and management of key spaces in the city centre. This trial approach is consistent with the development of the long term City Centre Vision, and has been used successfully to test out other types of initiative, such as different transport and public realm layouts for George Street and Young Street.
- 3.6 Castle Street has been selected because it is a space which has benefitted from investment in public realm improvements and a new pedestrianised transport layout, but the resulting remodelled space has been under-used. It is a strong example highlighting the importance of a Public Spaces Manifesto to proactively manage such spaces and provide clarity for applicants, the Council and neighbouring residents and businesses. Public realm improvements or transport alterations on their own are not enough to create a strong and successful sense of place. The underuse of the reformed space on Castle Street suggests that clarity on the purpose, acceptable uses and management arrangements is central to the creation of an effective long term City Centre Vision for Edinburgh.

- 3.7 The development of the proposed Castle Street trial has involved input from a range of Council services represented on the Events Management Group as well as input from a range of external stakeholders, and has worked to identify where improvements are needed in working together to make the applications and permissions processes for events more efficient. Appendix One outlines the governance and consultation arrangements for the trial itself. Trials like the proposed one on Castle Street can be an effective way of testing and improving new ways of working. The consultation process will bring together Council officials with local communities and other stakeholders all round the city centre. That dialogue will present opportunities for other areas of the city centre to be identified as suitable spaces for trials in the period between June 2015 and September 2016.
- 3.8 The proposed trial on Castle Street and the wider public consultation on the use and management of city centre spaces will both explore and trial charging a ground rental for events taking place on civic space, where that space is owned by the Council (similar to arrangements already in place for hires of Festival Square).
- 3.9 Most civic spaces in Edinburgh city centre are owned by the Council or other public sector bodies. However, some spaces that are widely used for public events in the city centre are privately owned, such as St Andrew Square Gardens. Some other spaces are already run on the basis of a partnership approach, such as the Mound Precinct which is run in partnership between the Council and National Galleries of Scotland. In those types of cases, existing management arrangements will continue to apply. However, the consultation will provide opportunities for the public to comment on these spaces, for example around the types of event or their frequency in these spaces (including issues of over-use, mono-use or under-use) since events in these areas still require permissions from the Council's Licensing and Planning Services.
- 3.10 The commencement of a major public consultation on the use and management of civic spaces in the city centre, alongside the introduction of the trial on Castle Street (and potentially other city centre areas) over the next 18 months will help the Council to address matters such as guarding against the mono-use of spaces, introducing time-limits and effective management arrangements for different types of uses and events in key city centre spaces, ensuring the city continues to be able to support world class events, whilst nurturing the city centre's World Heritage Site status and creating a more attractive city centre environment for those living in, working in and visiting Edinburgh.

Measures of success

- 4.1 A consultation will take place from May 2015 to September 2016 engaging all stakeholders and seeking views on the use and management of all city centre public spaces.
- 4.2 A trial will take place on Castle Street, in line with Appendix One. This will test out how effective a more prescriptive approach is in improving clarity and certainty for applicants, officials, neighbouring residents and businesses when it comes to events governance in the city centre.
- 4.3 While Castle Street will be the first trial introduced by this report, the consultation process will present opportunities for other areas of the city centre to request the opportunity to run similar trials to the Castle Street trial. Any proposals that come forward for additional trials will be reported to Committee. There is no limit on the number of trials that could be requested. For a trial to be initiated there would need to be an identifiable issue that needs to be tested. This would be similar to the issues of underuse of space and the requirement for improved clarity and engagement with stakeholders, that have been identified as being issues in Castle Street. The outcomes of each trial reported to Committee in 2016.
- 4.4 A Public Spaces Manifesto will be produced, informed by the consultation and the trial or trials that take place between May 2015 and September 2016.
- 4.5 The Public Spaces Manifesto will provide greater clarity and certainty around the Events Governance process for all stakeholders, including applicants, officials, neighbouring residents and businesses.
- 4.6 The Council will trial charging land rental for events spaces. In consultation with Legal Services, the trial will explore what legal measures (for example, Redetermination Orders) may be required in different spaces to enable the Council to charge land rental for event spaces. The outcomes will be reported to Committee in 2016, along with appropriate recommendations.

Financial impact

- 5.1 The cost of the proposed consultation and Castle Street trial can be contained in the 2015/16 revenue budget of Services for Communities.

- 5.2 Revenue from events is expected to increase for the Council as a Public Spaces Manifesto will provide greater clarity and certainty for applicants, officials and neighbouring residents and businesses. This is likely to lead to more events being staged in the city, but in a way that is spread more evenly across the city, is less intensely centred on any one part of the city centre, and which encourages a broader range of activity, that is better managed, and which minimises disruption for neighbouring residents and businesses.
- 5.3 Revenue from events is expected to increase for the Council through charging a ground rent for event spaces. The consultation and trials will test out the issue of charging for spaces, in principle and in detail, and the outcomes will be reported to Committee in 2016.
- 5.4 Discussions to date have taken place with a range of key stakeholders, including local residents, Community Councils, Business Improvement Districts, officials from a range of Council departments, and festival and events organisers. All have identified there is a financial risk to the Council if a Public Spaces Manifesto is not pursued and implemented. There is unanimity that the key weakness in the current policy and procedural framework around events governance in Edinburgh is the lack of an overarching policy document which sets out the parameters for use of a given space. The existing permissions and events governance process needs to improve to maintain Edinburgh's ability to deliver world class events in the long run. The key action required is the development of a Public Spaces Manifesto that will provide clarity for all stakeholders, including residents, businesses, officials, and applicants.

Risk, policy, compliance and governance impact

- 6.1 This report has emerged from a Review of Events Governance, which was approved on 5 November 2013 by the Corporate Policy and Strategy Committee. The development of a Public Spaces Manifesto will minimise financial risk to the Council, as noted above, and will complement the existing Council policy framework in relation to civic spaces and events.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the proposed consultation and trial period, up to September 2016.
- 7.2 There are no negative impacts on equalities as a result of this report. The impact assessment will be updated as part of the public consultation proposed in this report.

- 7.3 Equalities impacts will be monitored on Castle Street during the proposed trial period, and in any other areas that undertake similar trials on the use and management of space in their locality between now and September 2016. Any impacts will be taken into account during the drafting of the proposed Public Spaces Manifesto.

Sustainability impact

- 8.1 The delivery of improvements in the city centre, especially Castle Street, will help improve pedestrian and cycling activity in the area. 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. The Public Spaces Manifesto should enhance the city's sustainability in the wider sense of economic growth and thriving places and communities.

Consultation and engagement

- 9.1 The contents of this report have been discussed with a range of Council services, local community councils in the West End, New Town and Broughton, with festival and events organisers, and with Business Improvement Districts.
- 9.2 All stakeholders have welcomed the report, the consultation it proposed and the use of trials to ascertain the effectiveness of a more prescriptive approach to the use and management of space.
- 9.3 This report proposes instigating a major public consultation, allied to a simultaneous trial, and the outcomes of this consultation will be reported to Committee in Winter 2016 following the conclusion of the consultation and trials in September 2016.

Background reading/external references

[Review of Events Governance, Corporate Policy and Strategy Committee, 5 November 2013](#)

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>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO20 – Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens.</p>
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	<p>Appendix One – Castle Street: Proposed trial arrangements until September 2016</p> <p>Appendix Two – Proposed consultation plan for a city centre wide “Public Spaces Manifesto : the Use and Management of Civic Spaces in the City Centre”</p> <p>Appendix Three – West End Location Plan</p> <p>Appendix Four – Shandwick Place, comparing the public realm arrangements in June 2014 and June 2015</p> <p>Appendix Five – Example of good practice in the West End</p>

Castle Street: Proposed Trial Arrangements for Use and Management of Space

This proposes a change of approach, not a change of procedure.

- (i) There will be monthly meetings of stakeholders (“the group”).
- (ii) These will be public meetings, open to all stakeholders with an interest in Castle Street. Stakeholders will include residents, those with offices on Castle Street, retailers, hospitality operators, Heritage bodies, those requiring access to Castle Street (including the Emergency Services, haulage and loading operators and trade waste operators).
- (iii) The definition of stakeholders will also include those without a permanent presence on Castle Street, but with an interest in it, ranging from members of the public to transport groups, existing street traders and those who would seek to apply for permission to hold events or other uses in the space on south Castle Street. In short, all interested parties will be welcome to participate.
- (iv) Meetings will be chaired, facilitated and minuted by the Council.
- (v) The group will be asked to accept, as a starting point, that Castle Street is an identifiable event space that has been developed for the function of accommodating events (including, for example, having electricity supplies socketed into the public realm). It has been under-used since it has been repaved and partly pedestrianised.
- (vi) The group will be asked to accept that Castle Street is emblematic of most streets and most spaces within the city centre in Edinburgh. It is a civic space with a complex array of stakeholders, all with different needs. It includes homes, offices, shops, restaurants and bars and is used for a variety of other purposes (including visiting, tourism, events and commuting) by a wide variety of stakeholders.
- (vii) The purpose of the group will be to identify the existing permissions and procedural landscape (in particular the licensing framework), then to foster dialogue, to identify and understand issues that exist for different groups, relating to the use of Castle Street at different times of day, different times of the week, and relating to different types of uses of the civic and events space that has been created on Castle Street.

- (viii) Having undertaken an audit of these issues, and audited the types of use that have been applied for in the past on Castle Street, the group will then seek to produce a manifesto for the use and management of the event space on Castle Street. This manifesto will make clear for all stakeholders what is an acceptable use of the space and what is not acceptable; will describe quality thresholds; will introduce time limits for certain events and limit the frequency of some types of event. It will serve to trial different ways of accommodating different types of events, at different times of the week, in a way that minimises (and where possible avoids) disruption and inconvenience for stakeholders.
- (ix) The overriding aim of the group will be to approve and test guidance for the use and management of Castle Street that will give clarity and certainty to all stakeholders, including potential applicants, Council officials and all neighbours.
- (x) Council officers will bring the group together and facilitate the process of identifying stakeholders' issues and identifying where competing demands provide no unanimously acceptable solution amongst stakeholders. The Council will assist in the drawing up of a draft manifesto, in the light of all stakeholders' input, designed so that the impact of different event types or uses of the space in Castle Street may be mitigated for stakeholders as far as possible. The document would be reviewable on a monthly basis.
- (xi) Monthly meetings will be held throughout the trial period to provide stakeholders with comfort on two further points, which have been identified as being key concerns, namely precedents and critical issues.

Precedents:

- a) There is a fear of precedents being set by allowing any particular event to take place on Castle Street during the trial period. This risk of setting precedents will be removed in the trial by the group setting limits on the frequency and time limit and quality thresholds of any type of event taking place in Castle Street. The introduction of charging for rental of the space (see below) is also likely to assist in this regard. The trial aims to bring a consistency and regularity to the use of the space, that will seek to guard against under-use, over-use or any mono-use of the space, and which will take firmly into account the issues and inconveniences that will arise for stakeholders from any particular type of event being held in Castle Street, as well as taking into account the requirements of the existing permissions framework.

Critical issues:

- b) Any trialled arrangement which causes identifiable critical issues for any given stakeholder will be captured early and addressed. There will be opportunity at every monthly gathering of the group for individual participants to raise an issue or specific concern that can then be examined by the group. This approach is consistent with trials taking place on nearby streets in the city, where the Council has sought to examine critical issues on the basis of sound rationale and evidence-based decisions, to help determine between matters that are identifiable and actionable as critical issues and those better described as an inconvenience (and to react accordingly).
- c) Where a matter is evidenced to be a critical issue (such as has been the case with traffic patterns on Young Street or the type of marquee being used by hospitality businesses on George Street) then the Council has taken decisive steps to address the issue, then recommended or introduced changes, pursuing any changes through the appropriate existing legal and decision-making framework. For example, the Council pursued an Experimental Traffic Regulation Order to make changes on Young Street that had been agreed through public consultation with stakeholders.
- d) Where the evidence base suggests the matter represents an inconvenience but not a critical issue, such as traffic displacement arising from the George Street one way system, then a different discussion can take place within the group to explore potential options for mitigation (including a “take no action” option or an option to adapt existing approach, as happened with George Street and traffic monitoring).

Charging for Space

- (i) Legal Services will investigate if any changes or redeterminations are required in order to allow the Council to begin charging a ground rental for space used on Castle Street.
- (ii) A benchmarking process will be undertaken to set the appropriate charging structure.
- (iii) The procedure for charging for the space will follow existing Council practice at Festival Square, where a ground rental is charged.
- (iv) Operators will still be required to apply for (and pay for) any other permissions that their event may require, such as Planning permission, Tables and Chairs permit or the appropriate license. These would be charged in addition to the proposed ground rental.

Public Spaces Manifesto: Consultation Plan and Timetable

June 2015: Transport and Environment Committee (CPS) approval sought to commence consultation.

Preliminary stage, May–July 2015:

Desktop audit and analysis of publicly-accessible open spaces in the city centre.

Stage One, August – December 2015:

Stakeholders will be invited during this stage to identify issues that relate to a specific space, or to identify issues that are prevalent across the city (or across a variety of spaces).

Members of the public, specific interest groups, and any other interested party, will be invited to submit their views during stage one (from August to December 2015).

The consultation will be advertised on the Council's website, in press releases and through other structures such as local Community Councils and the Civic Forum, who will receive presentations.

There will be presentations for particular interest groups, notably local residents, heritage bodies, relevant significant landowners (such as the National Galleries of Scotland), business groups, tourism bodies, transport bodies, festival organisers, other event, advertising and market operators.

It is expected that most responses will be submitted online, via the Council's Consultation Hub. However, public meetings and presentations will take place across the city centre and will provide opportunities for direct responses during stage one.

Stage Two, January–March 2016

The responses from stage one will be collated. Any specific learning points from the proposed Castle Street trial (and other trial arrangements that may take place) will also be considered at this stage.

It is expected that consultation responses received during stage one will highlight three types of issue, some of which will require more in-depth work in stage three.

Firstly, the consultation may highlight some issues relating to specific locations that can be addressed quickly by facilitating dialogue between relevant stakeholders, where stakeholders all agree on the way forward.

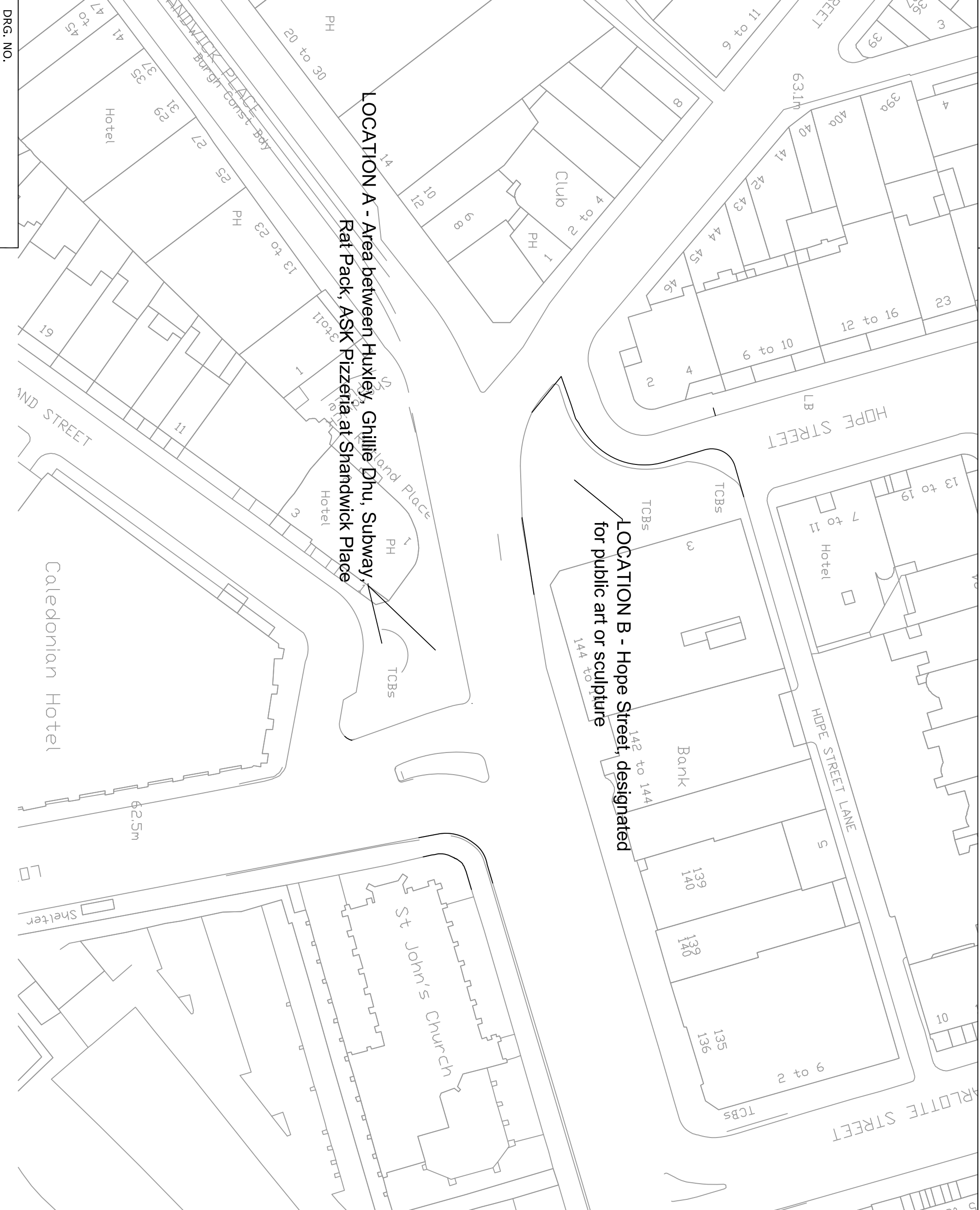
Secondly, it is expected that a number of issues raised during stage one will relate to specific locations that are complex, where there is currently no agreement between stakeholders on the way forward. In those circumstances, the Council will facilitate a process of dialogue described in Stage Three (below).

Thirdly, it is likely that some issues will be raised that are city-wide.

Stage Three, April–September 2016 (concluding with a report back to Committee in September 2016)

The Council will bring together stakeholders to discuss the key issues, and determine the appropriate guidance for individual civic spaces. This will inform the proposed Public Spaces Manifesto – setting out the city’s aspirations for the use of civic spaces for a period of ten years.

NOTES:



REV	DETAILS	BY	DATE	CHECK

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
The City of Edinburgh Council
1 Cockburn Street
Edinburgh EH1 1ZL
Tel. No. 0131-200 2000

Transport
Traffic & Engineering
Roads & Transport Design
New Works

West End - Princes Street

Date: 18th September 2014	Job No.	Drawn by: I Woodcock
Scale: NTS		Checked by:

Appendix Four :

The public realm arrangement at Shandwick Place in June 2014, and how it will look in June 2015.



Appendix Five : Good Practice Example - the West End

Discussions have been taken forward in the West End with businesses from the proposed Business Improvement District and with the West End Community Council, to ascertain what balance of uses might be best for the area between Shandwick Place and Lothian Road. The plan in Appendix Three outlines this area.

The key gateway to the city centre from the West End is the south-facing public space at Hope Street. All parties agreed that this should be set aside purely for civic use. The local community, businesses and National Galleries of Scotland have all agreed that this space should be reserved for large scale public sculpture, and should not be animated by any commercial interest. However, there is a space directly opposite, on the north side of Shandwick Place, that is ideally suited to accommodating tables and chairs from its surrounding businesses. The Council has worked closely with those businesses to agree a layout that:

- provides fair and amicable allocations of space to the businesses with potentially competing frontages;
- provides adequate space for tables and chairs and sets out guidelines for the appearance and management of the space (eg quality and consistency of street furniture);
- provides a generous public footpath;
- guards against any over-use of the space; and
- creates a balance of uses, a sense of vibrancy and a strong sense of place.

This space on the north side of Shandwick Place is shown in Appendix Four, before and after the new layout was agreed. It shows the appearance of the space in June 2014 and how it will look in June 2015.

Transport and Environment

10.00am, Tuesday, 2 June 2015

MyParkScotland – Innovative Funding for Edinburgh’s Parks

Item number	7.8
Report number	
Executive/routine	
Wards	All

Executive summary

MyParkScotland is a new fundraising initiative that will help people discover and support their local parks. Led by the social enterprise charity *Greenspace Scotland*, MyParkScotland is being pioneered in partnership with the City of Edinburgh and Glasgow City councils as an on-line and digital presence that will enable Friends of Parks and other community groups to secure funding for park projects, events and activities through on-line giving (donations, legacies, sponsorship etc) and crowdfunding.

Links

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

MyParkScotland – Innovative Funding for Edinburgh’s Parks

Recommendations

- 1.1 It is recommended that the Committee:
 - (i) notes the content of this report and
 - (ii) supports the development and implementation of the MyParkScotland initiative.

Background

- 2.1 In 2014, the Heritage Lottery Fund released a report called ‘*State of the UK’s Public Parks*’. Based on national research, it noted that maintenance budgets for parks are in serious decline, capital is less available for sustaining or improving parks assets, and warned that unless future funding is generated in new ways, parks are at serious risk of rapid decline.
- 2.2 The report also noted that communities are taking on a greater role in site management and care, notably through the rise of Parks Friends Groups.
- 2.3 Both these trends are mirrored in Edinburgh. Revenue and capital budgets for parks management will be more restricted than in recent years, whilst the number of Parks Friends Groups now stands at 49, a grouping collectively represented by the recently formed Edinburgh Friends of Parks Forum.
- 2.4 In response to the Heritage Lottery Fund report, an initiative called Rethinking Parks has been launched by NESTA (formerly National Endowment for Science, Technology and the Arts) and the Heritage Lottery Fund, to support the most innovative and promising new business models to enable our parks to thrive for the next century. MyParkScotland is one of 11 UK ‘park trailblazers’ supported by this programme, and the only one in Scotland.

MyParkScotland is led by the social enterprise charity *Greenspace Scotland* in partnership with the parks services within the City of Edinburgh and City of Glasgow councils. If successful in these two locations, it is intended to roll the initiative out across Scotland.

- 3.1 Market research undertaken for MyParkScotland found that three-quarters of respondents liked the idea of being able to seek funding for a local park project and two-thirds liked the idea of being able to donate to local park projects.
- 3.2 MyParkScotland is therefore an initiative that will help people discover and support their local parks. It is a brand that presents an on-line and digital presence for new ways of investment in public parks and green spaces, incorporating a website, Facebook page, and channelled social-media marketing support. Initially, it is aimed at directing investment in projects or initiatives promoted by Friends of Parks and other community groups through on-line giving (donations, legacies, sponsorship, etc) and crowdfunding.
- 3.3 It is intended that MyParkScotland will complement, rather than replace, Council investment in parks and green spaces. It has the potential to give Friends groups, charities and communities a powerful tool to fundraise for those projects that the Council is unable to fund. It is expected that crowdfunding will be used to 'top-up' funds secured from more traditional grant sources.
- 3.4 An additional advantage of fundraising through MyParkScotland is that donors will be able to use gift-aid to increase the value of their donation. These gift-aid contributions will be invested to develop sustainability and endowment funds for the City's parks. Donors can also contribute directly to endowment funds for specific parks or an Edinburgh Parks endowment. Businesses will also be encouraged to support featured projects through this mechanism. The potential for matching business contributions is currently being explored.
- 3.5 The MyParkScotland website also provides a parks information hub. Every park in Edinburgh is featured with information about park facilities, activities and events, together with links to Edinburgh Outdoors and park/groups website and Facebook pages.
- 3.6 MyParkScotland was launched over the Spring Bank holiday weekend (23-25 May). This included a series of initial featured projects for crowdfunding.

Measures of success

- 4.1 Securing sustainable levels of resource for additional investment in Edinburgh's public parks and other green spaces.

Financial impact

- 5.1 There is no direct financial implication from this report. MyParkScotland is not intended to replace Council investment in parks and green space, but to complement this.

Risk, policy, compliance and governance impact

- 6.1 MyParkScotland has been established as an independent charitable company and the first trustees appointed. Greenspace Scotland has recruited a full-time Project Manager to support the project.
- 6.2 In each participating city a local advisory panel is being developed to receive and review applications from projects to feature on the site. The panel is set up and constituted as an advisory sub-committee of the MyParkScotland board and may only make recommendations for the trustee's approval.
- 6.3 MyParkScotland articles state that local advisory panel members are geographically based and comprise of representatives of communities, local authorities, non-governmental organisations and business.
- 6.4 Local advisory panel members identified for Edinburgh are:
- Councillor Lesley Hinds (Convenor of Transport and Environment Committee)
 - Jim Hunter (Acting Head of Environment)
 - John Kerr (Chair, Edinburgh Friends of Parks Forum)
 - Charlie Cumming (CEO, Edinburgh & Lothians Greenspace Trust)
- 6.5 These panel members were selected to cover these interests based on a combination of their personal skills and representative positions. Appointments to the local advisory panels are made by the MyParkScotland board on the suggestion/recommendation of the relevant local authority liaison officer and MyParkScotland Project Manager. Changes to Panel Members would therefore need to be agreed by the MyParkScotland trustees and there would not necessarily be a straight substitution of a new post-holder.

Equalities impact

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

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- The update outlined in this report will have no impact on carbon emissions.
 - The update outlined in this report will increase the city's resilience to climate change impacts because maintaining quality greenspaces will maximise the use of urban greenspace.
 - The update outlined in this report will help achieve a sustainable Edinburgh because maintaining investment in parks across the city will help to meet the diverse needs of people in existing and future communities and will promote personal wellbeing as a result of access to quality greenspace, ensuring a strong, healthy and just society.

Consultation and engagement

- 9.1 Community involvement has been a central part of the development of MyParkScotland. Friends of Parks groups were involved in the development of the Rethinking Parks application, and featured in the video which accompanied the application. Since funding was confirmed, groups have been involved through briefing sessions, workshops and fundraising training sessions.

Background reading/external references

[State of UK Parks 2014 Report](#)

[Rethinking Parks programme](#)

[Details about the 11 projects on Nesta website](#)

[MyParkScotland website](#) (in development until launch)

[Greenspace Scotland](#) (outline project information and results from the online survey)

John Bury

Acting Director for Services for Communities



David Jamieson, Parks and Greenspace Manager

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055


Links

Coalition pledges	N/A
Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh Remains an attractive city through the development of high quality buildings and places and the delivery of high standards
Single Outcome Agreement	SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – MyParkScotland website screenshots

Donate | Home | About | Stay in touch | News | Business | Search...




Why MyParkScotland? | Explore Parks | Activities & Events | Get Involved | Support Parks | Park Stories



relax in your park...

Welcome to MyParkScotland

We are here to connect you to your park, providing up to date information on park locations, facilities and what's on. You will also find details of exciting projects that will help to improve our parks for future generations. Find out more here [support projects](#).



Search parks

Park name:


Area:


Postcode:


Facilities:



Support a project

Starbank Park – upgrade the planters




[Donate](#) | [Home](#) | [About](#) | [Stay in touch](#) | [News](#) | [Business](#) | Search... 





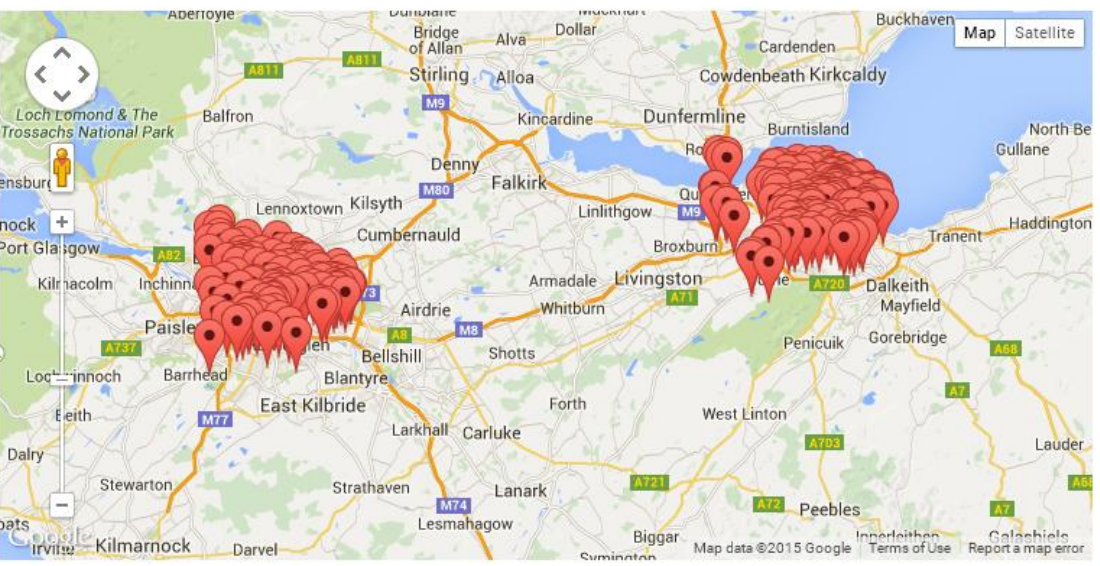
[Why MyParkScotland?](#) | [Explore Parks](#) | [Activities & Events](#) | [Get Involved](#) | [Support Parks](#) | [Park Stories](#)

Explore Parks



Explore Parks

Use the Search Area below to find the park you are looking for either by entering the park name or using the drop down options.




Search Parks


Park name:

Area:

Postcode:

Facilities:



Explore Parks


Seven Acre Park, Edinburgh

About your park

Visit your park today

There is so much going on in parks across Edinburgh and Glasgow so why not visit your local park today or use Find a Park Scotland events to plan your next visit.


Find out more about Find a Park Scotland

If you would like to donate to this park please visit the Donate page or click the I like a Donation button below.

Make a donation

Activities & Events

Sorry, no events and activities found in this park.




View the calendar to see what's happening in other parks.
If you are running an activity or event you can post it on the website.

Post event

Live Projects


There are currently no live projects for Seven Acre Park.



View other live project funds

If your organisation wishes to propose a project for Seven Acre Park complete the Project Proposal Form


Suggest a project



Facilities

- Football pitches
- Play areas
- Rugby pitches
- Seating
- Woodland

Location



**Stoneydykehead, Ainsliehill,
Edinburgh EH16 6TN**

Park information

Seven Acre Park, as the name suggests, is 7 acres in size and consists of two main sections – one accessed via Stoneydykehead and the other via Leatherbank View. The park is sited on former farmland and was adopted by Edinburgh Council around 1979. The park has exceptional views over to Fife and many of Edinburgh landmarks including Edinburgh Castle, Arthur's Seat, Blackford Observatory and, on a good day, the Bass Rock can be seen in the distance. It is a wonderful place to sit in the summer months or just to relax and take in the countryside feel the park provides in the middle of Edinburgh. The play area, which includes basketball nets, is very popular with local children and their parents. The park also has picnic tables, football goals and seats dotted about to take in the scenery.

Visit Edinburgh Outdoors for more info >>>

Stories

Sorry, no stories for this park. See stories about other parks, or you can share yours below.

Share your story

More Information

- Contact Friends of 7 Acre Park

If you would like an organisation to be listed here please fill out the Keep in Touch form and let us know!

Ideas

Sorry, there are no ideas for this park. See ideas for other parks, or you can suggest one below.

Suggest an idea

Donate

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Why MyParkScotland? | Explore Parks | Activities & Events | Get Involved | Support Parks | Park Stories

MyParkProjects



Starbank Park, Edinburgh

Replant the Starbank Star



We have started the replanting of the Starbank Star but need your help to finish it off so it can be in the best shape.

£415 Raised

Saughton Park and Gardens, Edinburgh

Saughton Skatepark improvement



A popular skatepark with both locals and visitors our project will make the skatepark even better for all users.

About MyPark Projects

This page shows all the live project funds currently open on MyParkScotland.

If you can't see something you'd like to support, why not propose a project?

[Propose project](#)

Search MyPark Projects

Areas:

-- select Area --

Park:

-- select Park --



[Why MyParkScotland?](#) | [Explore Parks](#) | [Activities & Events](#) | [Get Involved](#) | [Support Parks](#) | [Park Stories](#)

Support Parks



Replant the Starbank Star

This project is to improve: [Starbank Park, Edinburgh](#)



Share this project...   

We have started the replanting of the Starbank Star but need your help to finish it off so it can be in the best shape.

Please note that this is a test project being used to test the MyParkScotland website so please do not donate to this project.

£415 Raised

Target £680.00

387 days to go

61.03%

Crowdfunding ends on May 06, 2016

[Support Now](#)

[See more projects >>](#)

Gift Idea 1: Gift level 01

£100.00 | Gift level 01 Buy plants to plant around the edge of the star

Gift Idea 2: Gift level 02

£15.00 | Gift level 02 Contribution towards an information board to tell

The screenshot shows the MyParkScotland website interface. At the top left is the logo for 'my park Scotland' featuring a stylized tree. Navigation links include 'Why', 'Support Parks', and 'Park Stories'. A progress bar indicates '415 Raised' towards a 'Target £680.00' with '87 days to go' and a '61.03%' completion rate. A modal window is open in the center, titled 'Step 1: Specify your contribution amount for Replant the Starbank Star'. It contains a 'Contribution Level' dropdown menu with 'Gift level 01' selected, a 'Total' input field showing '100.00', and a 'Next Step' button with a right-pointing arrow. The background shows a large star-shaped area on a grassy field, with smaller images of the same area and social media sharing options.

Donate

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[Why MyParkScotland?](#) | [Explore Parks](#) | [Activities & Events](#) | [Get Involved](#) | [Support Parks](#) | [Park Stories](#)

Activities & Events

EVENTS FROM

SEARCH

NEAR

FIND EVENTS

VIEW AS
 List

NARROW YOUR RESULTS [Collapse Filters](#) [Reset Filters](#)

[Event Category](#) | [Venues](#) | [Day](#) | [Time](#)

April 2015

About Activities & Events

Discover what is on in your park by using our events section, either search by date or visit the park page to see if there is an event on.

If you want to list an event click the post event button below and enter the event details.

Post event

Easter Pets @ Queens Park Glasshouse

Free

April 15 @ 10:00 am - 3:30 pm | [Recurring Event \(See all\)](#)

Easter Pets at Queens Park is always a fantastic community based event and it's superb to see one of our best loved parks such a hive of activity over the Easter holidays. The event is a great educational and fun experience for adults and kids, come along and join in the fun.

Activities & Events Calendar

« APRIL 2015 »

MON	TUE	WED	THU	FRI	SAT	SUN
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19

Transport and Environment Committee

10.00am, Tuesday, 02 June 2015

Saughton Park and Gardens

Heritage Lottery Fund Round 2 Submission

Item number	7.9
Report number	
Executive/routine	
Wards	Sighthill/Gorgie

Executive summary

This report outlines the process followed in developing master plan proposals for Saughton Park and Gardens and seeks the Committee's approval to submit a second round bid application to the Heritage Lottery Fund "Parks for People" programme on 1 September 2015.

Links

Coalition pledges	P23 , P29 , P30 , P31 , P36 , P40 , P42 , P43 , P48
Council outcomes	CO4 , CO7 , CO10 , CO17 , CO19 , CO20 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO1 , SO4

Saughton Park and Gardens Heritage Lottery Fund Round 2 Submission

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Notes the master plan proposals developed through consultation and research.
- 1.2 Notes the matched funding requirement of £1.149m from the Council as detailed in appendix 2.
- 1.3 Approves submission of the Council's Heritage Lottery Fund 'Parks for People' second round bid application on 1 September 2015, subject to Council match-funding being in place.

Background

- 2.1 Saughton Park and Gardens has been in Council ownership for over 100 years, but is in need of significant investment to bring it back to the standard expected of one of Edinburgh's Premier Parks.
- 2.2 The Edinburgh Corporation purchased Saughtonhall and grounds between 1900 and 1907 to create a large public park to accommodate the recreational needs of people moving into the ever-expanding suburbs westwards of Dalry.
- 2.3 Although initially partly laid out as a golf course, the park became the site of the famous 1908 Scottish National Exhibition, which attracted 3.5 million admissions. After the Exhibition closed, the gardens created in the walled garden were retained for the people of Edinburgh and as a visitor attraction. The rest of the site was opened as a public park, principally for sports.
- 2.4 In their early days, the gardens rivalled those of the Royal Botanic Garden, playing host to probably the best collection of roses in Scotland, and being the home of the National Rose Trials. Over the years, there have been various changes to the park and gardens, and in 1952 Saughtonhall was demolished because of extensive dry rot.
- 2.5 Over the last 20 to 30 years, the park and gardens and associated buildings have gradually declined. Visitor numbers have similarly declined. Investment and repair has been limited, and the assets reached a state where decisions had to be made on their viability and purpose.
- 2.6 The success of a new skate park and children's playground, both of which proved to be very popular with city wide residents and visitors, and discussions

with community representatives and other stakeholders, led to the opportunity to restore the rest of the park being investigated.

- 2.7 The Heritage Lottery Fund (HLF) 'Parks for People' grant programme was identified as a likely funding source. This grant programme provides grants of between £100,000 and £5 million for projects related to historic parks and gardens. This programme is a two stage process, both of which are competitive.
- 2.8 Public consultation undertaken in 2012 demonstrated clear support for the restoration of the park and gardens, and also identified a real desire for community facilities as part of the project.
- 2.9 At its meeting of 19 March 2013, the Transport and Environment Committee noted that a first round bid application to the HLF was submitted, on 28 February 2013, for funding to restore and regenerate the historic Saughton Park and Gardens.
- 2.10 An HLF development grant was awarded to the City of Edinburgh Council on 2 July 2013. This grant of £392,000, along with Council contributions of £141,000 secured funding for up to two years to appoint a Project Manager and Development Officer, and for the Council to undertake further consultation, research and design work, and prepare detailed, fully costed, proposals for its second round bid submission in September 2015.
- 2.11 At its meeting of 27 August 2013, the Transport and Environment Committee noted that the first round application to the HLF had been successful and that a two year development phase of the project would commence.
- 2.12 Further to that, at its meeting of 29 October 2013, the Transport and Environment Committee noted the project governance and management arrangements being put in place.
- 2.13 The Royal Caledonian Horticulture Society (The Caley) has worked in partnership with the Council to develop the proposals for restoring and refurbishing Saughton Park and Gardens, with its members sitting on the Project Steering Group and the Project Board. The Caley will be an important element of the long-term plans for Saughton Park and Gardens, which will become its new base of operations and Edinburgh-based learning and member activities.

Main report

The development phase

- 3.1 The development funding, awarded by the HLF in July 2013 as part of the Council's successful round 1 bid application, has been used to progress master plan proposals for Saughton Park and Gardens and develop the Council's second and final round bid application, which is due to be submitted by 1 September 2015.
- 3.2 The development grant has funded a dedicated Project Manager and a Project Development Officer, both of whom were appointed in February 2014. They

have been responsible for the management of the project, preparation of the bid, and the extensive consultation and engagement undertaken with park users and other stakeholders.

- 3.3 These staff report to the Project Board and sit on the Project Steering Group, which is made up of City of Edinburgh Council and representatives from The Caley and the Friends of Saughton Park (FoSP). The Convenor of the Transport and Environment Committee and ward councillors have had a watching brief throughout the project. They have been updated on a regular basis and consulted on the master plan proposals prior to public consultation.
- 3.4 The development grant also funded the appointment of experienced multi-disciplined design teams, which have been working with the Council to develop the master plan proposals for the park and gardens.
- 3.5 These master plan proposals have been informed by a robust evidence base which has included extensive public consultation and engagement feedback, historical research and archaeology surveys, and a full range of site specific surveys, such as topographical, ecological and arboricultural surveys.
- 3.6 Detailed visitor analysis and demographic profiling has been carried out. It has found that:
- Around 460,000 people currently visit the site each year, almost double the amount first estimated.
 - About one-third of those visit the walled gardens.
 - The main audiences are made up of families and young people.
 - The main reasons people visit are for the play area, to enjoy the outdoors/flowers and trees, to walk and to relax/enjoy peace and quiet.
 - Barriers to use include poor access, lack of facilities and lack of awareness of what the park has to offer.
 - Target audiences were identified as minority ethnic groups, people with disabilities, and people with long-term illness.
 - Due to the lack of awareness of the park and gardens, local and city wide visitors are also target audiences.
- 3.7 Comprehensive market analysis has identified that:
- A total of 24,119 people live within 1km of the park, 667,716 live 30 minutes drive away and the day trip market consists of 1,871,635 people.
 - There are five nearby parks but facilities do not compare in range or quality. There are only a few local cafes nearby and limited community venues.
 - Potential annual income of between £50,000 and £75,000 has been identified from the following streams:
 - i. Café lease.
 - ii. Winter Gardens wedding photography and private hire.

- iii. Stables Community Venue to community and corporate hire.
- iv. Courtyard markets and events.
- v. Bandstand events.
- vi. Schools Programme.
- vii. Micro-hydro energy.

3.8 The information gathered has been used to develop the following plans which are needed to support the Council's second round bid application, and which will be used in the future management and maintenance of Saughton Park and Gardens:

- Master plan Drawings prepared to Royal Institute for Built Architecture (RIBA) Stage D.
- Conservation Management Plan setting out the significant heritage elements and how conservation issues will be addressed.
- Ten year costed Management and Maintenance Plan setting out how the park and gardens will be managed and maintained to a high standard once the improvement works have been carried out.
- Activity Plan setting out detailed proposals to increase the range of audiences, volunteer and learning opportunities.
- Business Plan setting out how income will be generated to ensure the long-term financial sustainability of the park and gardens.
- Interpretation Plan setting out how people will learn about the heritage of the park and gardens.
- Cost Plan setting out the detailed cost estimates to deliver the master plan proposals.
- Green Travel Plan which promotes sustainable transport options for visitors.

3.9 These documents are in the process of being finalised for the HLF bid submission deadline of 1 September 2015.

Consultation and Engagement

3.10 An extensive consultation and engagement programme has been carried out and the feedback received has been used to inform the development of the master plan proposals. These have included the following:

Friends of Saughton Park

3.11 A new Friends of Saughton Park group was set up in April 2014 to provide a conduit for local residents to be engaged with the project in a meaningful way. It has representatives sitting on the Project Steering Group and is involved in many of the consultation events and activities.

Stakeholder Workshops and Meetings – Various dates

- 3.12 The project team met with a range of organisations, groups and service providers between February 2014 to April 2015 to explore ideas for events and activities, and opportunities for partnership working:
- There have been seven workshops for the public and partners, such as The Caley, and around one hundred different meetings with various Council and third-party service providers, such as school teachers, children and young people development workers, carers for those with disabilities, sports clubs, health practitioners and care home staff.
 - The project team has met with various representative organisations, such as TRELIS, the Edinburgh Stroke Service and the Disability Forum to learn more about particular needs, and has met with six different event and market organisers to get their views on the potential of Saughton Park and Gardens.
 - Visits were undertaken to three other HLF projects to learn from their experiences, as well as other organisations, such as the Edinburgh Royal Botanical Gardens, Water of Leith Conservation Trust and Holyrood Park Ranger Services to find out how they manage their volunteer programmes.
- 3.13 The feedback from the workshops and meetings indicates that there is considerable potential and enthusiasm for using the park and gardens as a resource by a wide range of agencies and service providers for a variety of purposes which will benefit individuals and the community.
- 3.14 The park and gardens have the capacity to act as a catalyst for wider community benefits, which will be greatly increased if the issues raised are addressed and the opportunities identified are taken.
- 3.15 The layout of the park means that it is particularly inclusive, and with the new facilities being proposed, there is a feeling amongst practitioners that the park could become an exemplar model for inclusive design.
- 3.16 Key to running a sustainable and effective volunteer programme is support from paid staff to recruit, co-ordinate and train volunteers.
- 3.17 Many ideas generated from these meetings and workshops have been incorporated into the Activity and Events programme.

Visitor Survey – 25 July to 13 November 2014

- 3.18 A visitor survey was carried out to find out who visited the park and gardens, why and when, what their views were on the current condition and what's on offer, and what their ideas were for the future.
- 3.19 The survey was carried out between 25 July and 3 November 2014 and it was hosted on-line, carried out as face-to-face interviews and available as paper copies at seven venues. A total of 353 surveys were completed, with 41% of respondents living within 1km of Saughton Park and Gardens.
- 3.20 The survey found that that:
- 42% of people surveyed rated the quality of the park as good while 37% rated it as average. Only a small number (11%) rated it as very good. The

visitor satisfaction levels were similar with only a small number (15%) saying they were very satisfied, while around half (52%) were fairly satisfied.

- The vast majority (86%) wanted to see café/refreshment facilities as well as public toilet facilities. Over 50% wanted to see community event and activity space; a learning and education zone; plant sales; and indoor and outdoor café seating areas.
- 88% either strongly agreed or agreed that high quality visitor facilities would make them likely to visit the park or improve their enjoyment of the park, and the feedback suggested that people would visit more frequently.
- There was wide support for a range of events and activities. The most interest was for Christmas and winter themed events (74%) and outdoor markets (74%). Other popular events and activities included music and performing arts; autumn fayres; nature and wildlife activities; events for children and young people; outdoor theatre; community events and cultural festivals.

Public Consultation – 16 December 2014

- 3.21 A consultation event was held on 16 December 2014 with the aim of getting feedback on concept designs and ideas before detailed proposals were developed.
- 3.22 A total of 33 stakeholders attended the workshops and around 50 people attended the public exhibition in the evening. Around half (49%) lived within 1km of Saughton Park and Gardens.
- 3.23 The feedback suggested the following:
- There was overall support for the ideas being proposed with the majority (96%) supporting the suggestion of locating the café to the west of the gardens.
 - There was strong support for the idea of having a farmers market (82%) with support also for continental, arts & crafts, and flower markets.
 - Valuable information was gained to help inform how the café offering should be structured, and the frequency and types of events people wanted to see.
 - There were many useful suggestions made on what needed to be done to improve visitor experience.

Public Consultation – 2 March to 6 April 2015

- 3.24 A widespread public consultation was carried out between 2 March and 6 April 2015 to get feedback on the master plan proposals and to check that they meet people's requirements and expectations.
- 3.25 Of the two main consultation events, the Spring Fever Event attracted approximately 200 people and the Easter Bear Hunt approximately 600. In total, 132 consultation questionnaires were completed, of which 55 were from people who lived within 1km of Saughton Park and Gardens.

- 3.26 The feedback indicated overwhelming support for the master plan proposals, which reflected the verbal responses received during the consultation period:
- On the whole, a high majority (93%) rated the master plan proposals as very good or good.
 - Considering the individual elements of the proposals, a large majority really liked or liked the plans:
 - 92% Old Stable Block and Yard
 - 90% Walled Gardens, Bandstand and Winter Gardens
 - 86% Winter Gardens
 - 89% Main Drive
 - 86% Events and Activities Programme.
 - A high number (91%) of people supported the proposals to improve the Balgreen and Ford's Road entrances and car parks.
 - While people supported the removal of the perimeter fencing along Balgreen Road and Stevenson Drive as they felt it was unattractive and unwelcoming, almost half (42%) felt it was necessary to replace it, for safety reasons, with something more in keeping.
 - Comments on the whole were almost exclusively supportive - *"I simply love the new design and will be looking forward to its completion"*.
 - There were some suggestions such as table tennis tables and natural play for children, which the project team will now consider.

Raising Awareness

- 3.27 In addition to the consultation and engagement activities, a programme of events and activities has been carried out since February 2014 to raise awareness of the project and engage with the local community.
- 3.28 This has included around one hundred different events and activities to date, including community archaeology digs, bear hunts, school children activity programmes, family health activities, history festival events and storytelling sessions. The Project Development Officer has also attended various meetings, including regularly attending meetings of the three local community councils to tell people about the project and keep them updated.
- 3.29 Large information boards have been erected at each of the eight entrances to the park and gardens, and posters, post cards, press releases, social media, councillor briefings and newsletters have provided information throughout the development phase and advertised the various consultation event and engagement activities.
- 3.30 The success and feedback has suggested an appetite for events and activities in the park. Many events were well attended with over 100 joining in with the community archaeological digs and over 1000 people attending the bear hunts.

3.31 Many people who came along and spoke to the project team said they had either not visited the park and gardens for a while or had not realised what lay beyond the walls of the walled garden. Without exception there was support for the plans to invest in the park and gardens to restore its important heritage features and bring it up to a high standard.

The master plan proposals

3.32 The Saughton Park master plan proposals aim to restore the park to its former glory as a major visitor destination which showcases horticulture excellence and offers exceptional recreational and visitor facilities, opportunities for learning and volunteering and engenders a sense of pride in the city. The improvements will benefit the local community and residents across the city as well enhancing visitor experience of the City. The park will be an exemplar in inclusive design ensuring that everyone - regardless of age, ability, culture and economic standing - can enjoy this valuable resource.

3.33 The master plan includes the restoration of walled gardens, bandstand, winter garden, sundial and other historic features. The derelict stables will be developed as a new volunteer and community venue and provide office space for both Council gardeners and The Caley. The stable yard will provide outdoor teaching gardens, demonstration kitchen gardens and a courtyard space for events and markets.

3.34 New features include a café with indoor and outdoor seating, fully DDA compliant public toilets and a Changing Places toilet facility, lighting, outdoor gym, circular and cycle paths, and a new Water of Leith viewpoint. Picnic benches, naturalised areas of grassland and willow planting will improve the waterside area. A micro-hydro turbine will be installed on the Water of Leith, providing energy for the park and gardens. New interpretation and information signage will also be installed. Improvements will be made to all paths and park furniture and a tree management regime will be put in place to replace damaged and dying trees.

3.35 Although Saughton Park is readily accessible by public transport, notably bus and tram (5 mins walk from the Balgreen stop), the master plan proposals also include improvements to the car park area and boundary fencing. The HLF will not fund such improvements, although they recognise that these areas are unattractive and unwelcoming features of the park and gardens.

3.36 These are improvements that the public consultation has identified as necessary, particularly if the site is to be successful in gaining a Green Flag Award and Visit Scotland 4 Star Attraction status which are two of the HLF measurements of success.

3.37 The public consultation identified a requirement to level the sports pitches and improve drainage so that they are fit-for-purpose and have the potential to maximise Edinburgh Leisure income. There is also a desire to extend the play area in order to make it more inclusive for children with disabilities. These

improvements to the sports pitches and play area were not included in first round bid application and separate funding will need to be secured for the work to be carried out.

- 3.38 A full programme of activities and events will aim to provide something for everyone to enjoy, and provide learning and volunteering opportunities. To ensure the long term sustainability of this programme, maximise fee income, and support the extensive volunteer programme, a new Community and Volunteer Co-ordinator role will be created.
- 3.39 A strong business plan has been prepared which considers the long-term financial sustainability of Saughton Park and Gardens. It has identified potential income of between £50,000 and £75,000, to assist with revenue costs associated with ongoing maintenance costs, events and activity costs, and fund the Community and Volunteer Co-ordinator role.
- 3.40 A ten year fully costed Management and Maintenance Plan will ensure adequate maintenance regimes and staff resources are available to look after the park and gardens to the high standards expected from one of Edinburgh's Premier Parks. Existing Parks staff will be reorganised to ensure sufficient staff with the right skill levels are based at the site. Investment in volunteers will ensure a high calibre volunteer force that can provide additional management and maintenance resources.
- 3.41 A visual presentation of the master plan proposals is in appendix 5 of this report.

HLF Outcomes

- 3.42 The aims of the 'Parks for People' grant and its required outcomes are well suited to the project to restore and regenerate Saughton Park and Gardens, and the Council is required to meet them if it is to be successful in its HLF second round bid.
- 3.43 The proposals have been developed to ensure that they will deliver the following:

Outcomes for heritage:

Saughton Park and Gardens will be:

- better managed.
- in better condition.
- better interpreted and explained.
- identified / recorded.

Outcomes for people:

People will have:

- developed skills.
- learnt about heritage.

- volunteered time.

Outcomes for communities

- The local community will be a better place to live, work or visit.
- More people and a wider range of people will have engaged with the park's heritage.

3.44 The Council has reported regularly to the HLF throughout the development phase to ensure the proposals continue to meet HLF outcomes. On 12 March 2015, the Council officers formally presented the master plan proposals and draft plans to the HLF as part of a mandatory gateway review process. The proposals were well received and a pass granted. This has allowed the Council to proceed to the next stage of the design process.

HLF Deadline

3.45 The deadline for the Council to submit its second round bid application is 1 September 2015. Failure to meet this deadline will mean that the Council's first round pass will have lapsed and the Council would need to start a new first round application if it wishes the HLF to consider this project.

Delivery Phase Timetable

3.46 An indicative timetable for the delivery phase is provided below:

- January to December 2016 Tender designs and tender documents
- January to July 2017 Procurement Process
- July 2017 to September 2018 Construction Phase
- October to December 2018 Park re-opens
- October 2018 onwards New maintenance operations commence
- October 2018 onwards New income generation commences
- January to June 2019 Green Flag Application
- January to June 2019 Visitor Scotland Application

Measures of success

- 4.1 A successful second round bid application which will secure delivery funding of almost £3.8 million from the HFL to restore and regenerate Saughton Park and Gardens.
- 4.2 Securing a Green Flag Award for this Premier Park, once the improvements works have been completed.
- 4.3 Securing a Visit Scotland 4 Start Attraction award for this major destination park, once the improvement works have completed.
- 4.4 Evidence of increased visitor satisfaction with the park and gardens.
- 4.5 Evidence of increased visitor numbers to the walled gardens.

- 4.6 On-going income generated to sustain site maintenance costs and a quality visitor experience.

Financial impact

Financial Implications

Development Phase

- 5.1 The budget set for the development phase of this project is £537,000. This phase of work has been funded by a development grant of £392,000 from the HLF, which covered 73% of the costs, along with Council matched funding contributions of £141,000 and volunteer in-kind contributions of £4,000. This phase of the project continues until the end of August 2015. It is anticipated to be completed within budget. A breakdown of these costs and funding contributions can be found in appendices 3 and 4.

Delivery Phase – Capital Costs

- 5.2 A detailed interim cost plan has been prepared for the proposals. It includes costs for the capital works, professional fees, staff salaries, publicity and promotion costs, as well as costs to deliver activities and events for the five years of the delivery phase. It also includes contingency and an allowance for inflation. The cost plan will be updated during this development phase as the master plan proposals are finalised, although it is not anticipated to change significantly.
- 5.3 The interim total costs have been estimated to be £5.427m, the breakdown of which can be found in appendix 1.
- 5.4 This is a 2.5% increase to the round one budget of £5.295m. This is primarily due to an increased allowance (£114,000) for inflation from 9.6% to 14% according to General Building Cost Indices. The other increase to costs (£18,000) is for project staff salaries, which will run for five years (revised from the original figure of three years, in order to accommodate completion of the project). There have been no other increases to the round one budget.
- 5.5 The Council will be seeking a 70% contribution of £3.799m from the HLF with the remaining matched funding coming from the Council and other sources.
- 5.6 The breakdown is as follows:

<i>Detail</i>	<i>%age</i>	<i>£ '000</i>
Total HLF Project Cost	100.00%	5.427
HLF grant	70.00%	3.799
Council capital budget	16.57%	899
Council micro-hydro budget	4.61%	250
External funding	3.69%	200

Management and maintenance	4.61%	250
Volunteer in-kind contribution	0.53%	29

Council matched funding required

- 5.7 The Council will be required to contribute 21.2% of the matched funding. A detailed breakdown of costs and the financial projection is included in appendices 1 and 2. These show that the total Council commitment required to secure HLF funding of £3.799m is estimated at £1.149m. A total of £250,000 has been secured from Corporate Governance and committed to the installation of a micro-hydro turbine on the adjacent Water of Leith.
- 5.8 It is proposed that the balance of £899,000 will be identified through a realignment of the Capital Programme spread over a period of up to five financial years commencing 2016/17. This realignment will be presented to Council in August 2015 for approval.
- 5.9 The Council's HLF second round bid application will be assessed against other bid applications. This is a competitive process and the Council will receive a decision from the HLF in December 2015 and, if successful, will have up to five years to deliver the project.

Other matched funding required

- 5.10 The remainder of the matched funding required will be from other sources and are not an additional financial burden for the Council.
- 5.11 The HLF allows applicants to use increased management and maintenance costs for the first five years following construction as matched funding. This has been estimated to be £50,000 per annum over five years, giving a matched funding total of £250,000. This figure represents the increase to the number of staff based at Saughton Park and will be achieved through the re-organisation of existing staff within Parks and Greenspace. It therefore does not represent any increase of staff costs to the Council.
- 5.12 Volunteer in-kind contributions of £29,000 will also be used as matched funding.
- 5.13 A further £200,000 needs to be raised through external funding. This is in progress and will include crowd funding using a new "MyParkScotland" website, hosted by Greenspace Scotland, as well as grants from other funders and donations from local businesses and corporate organisations. The Council is aiming to having binding commitments in place prior to the bid being submitted in September. If this is not possible, the bid can still be submitted and no work will commence, subject to the bid being successful, until all this external matched funding is in place. This therefore will not be an additional financial burden on the Council.

Other financial information

- 5.14 There are aspects of the master plan proposals that the HLF will not fund or were not in the first found bid application as they have only been highlighted through the public consultation carried out during the development phase. These include improvements to the car parks, boundary fencing, sports pitches and children's play area.
- 5.15 The HLF consider the improvements to the car parks as critical to the success of the project and it would make the Council's bid stronger if the funding to carry out these works could be identified prior to the bid being submitted in September.
- 5.16 The costs to carry out these works are in the region of £180,000 and would be required for financial year 2018-19. As these works are not part of the bid, approval will be sought from Council in due course once a budget to carry out these works has been identified.
- 5.17 The Council will be seeking grant funding from other parties for the improvements to the sport pitches and children's play area improvements. These are less critical and will be subject to separate Committee Reports at a later stage. The improvements to the boundary fencing will be carried out as part of the park's regular maintenance.

Risk, policy, compliance and governance impact

- 6.1 Securing funding for this project will ensure that one of Edinburgh's historic assets is protected and once again becomes a significant community and visitor attraction in the south west of the city. Project risks have been assessed and actions put into place to mitigate, reduce or manage the risks. The risk log is reviewed monthly and updates reported to the Project Board on a quarterly basis. The key risks to the Council are noted below.
- 6.2 There is a significant risk of not achieving a successful outcome for the second round bid application if the Council does not approve matched funding before the bid application is submitted on 1 September 2015. The bid process is competitive and the Council will be competing against other local authorities for the funding. If the Council does not have all matched funding secured, this could disadvantage the application. This was highlighted by the HLF at the Stage C Review meeting in March 2015.
- 6.3 The HLF has stated that it will be looking for confirmation that the Council has secured the necessary funding to improve safety and disability access for the car parking areas and to bring them up to a quality to match the £5.4 million planned investment for the park and which is characteristic of a premier park and Visit Scotland 4 star Visitor Attraction. There is a risk to the success of the bid if the Council is unable to secure the funding to carry out this work.
- 6.4 The extensive consultation and engagement carried out has raised a high level of public awareness and support for the project. If the Council does not support

the submission of a second round bid, there is a risk that the Council's credibility with both the public and the HLF will be damaged. This may jeopardise future HLF funding requests as well as public confidence in the Council.

- 6.5 Similarly, if the Council fails to submit its second round bid application by the deadline of 1 September 2015 its first round pass will have lapsed and the Council would need to start a new first round application if it wishes the HLF to consider this project again.
- 6.6 Due to the poor state of repair of Saughton Park and Gardens, significant funding is required to bring it up to the standard expected from one of Edinburgh's Premier Parks and to realise the opportunity to generate green energy and income for the Council. Of particular note are the following:
- The survey work carried out has identified significant structural defects in the stable block, drainage systems and garden walls;
 - The winter garden is at the end of its serviceable life; and
 - Maintenance routines for the gardens cannot be resourced and these require changes to more sustainable regimes.
- 6.7 If the Council does not support the submission of a second round bid or if the bid is unsuccessful, costs for ongoing repairs and maintenance will escalate over the next five years in order to prevent further decline and to ensure the site remains safe to use. Based on recent survey and cost estimates these costs would be in excess of £1.5m. Additional funding would have to be found for this as current operational budgets would not accommodate this.
- 6.8 Failure to secure HLF funding would also impact the plans to develop a Micro-hydro scheme. The budget of £250,000 set aside for this work is not sufficient to realise this ambition, and the project will not be financially viable unless additional funding can be found.
- 6.9 There is no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

Equalities impact

- 7.1 A full Equality and Human Rights Assessment was carried out at project commencement and an action plan developed. This is an ongoing process and will continue throughout the life of the project.
- 7.2 The action plan has guided the development of the master plan proposals which offer many opportunities to advance the opportunities of equality and remove barriers to access.
- 7.3 Site access audits and consultation with groups concerned have been carried out to ensure designs consider the needs of all park users. Once the improvement works are carried out the park and gardens will be particularly suitable for elderly visitors and those with disabilities. The Activity Plan includes

measures to target minority and hard-to-reach groups and provides a range of activities and events which can be enjoyed by all. The Consultation and Engagement Action Plans were developed to limit barriers to involvement and target hard-to-reach groups.

- 7.4 The contents, analysis or recommendations described in the report do not detract from the delivery of the three General Equality Duties or infringe upon any of the ten areas of rights.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered.
- 8.2 The proposals in the report encourage a reduction in carbon emissions, generate zero carbon energy, and reduce energy demands. They will increase the city's resilience to climate change, help to reduce wastage, and encourage reuse and recycling of waste.
- 8.3 The proposals will help to achieve a Sustainable Edinburgh through environmental good stewardship, building stronger communities, reducing inequality, and encouraging education and lifelong learning. They will contribute towards Edinburgh's prosperity and provide an exemplar for use of green technologies and zero carbon energy solutions.
- 8.4 The proposals have considered the long-term financial sustainability of the park and gardens. Improvements to the design of the park and gardens and to the management and maintenance routines will ensure better use of resources while investment in volunteers will ensure high calibre support for management and maintenance activities. New income generation streams will fund a new Community and Volunteer Development Officer, help to cover any increased maintenance costs and fund a programme of events and activities.

Consultation and engagement

- 9.1 A full Consultation and Engagement Strategy and Action Plan was developed, to ensure that stakeholders were positively engaged with and listened to and that their views were acted upon. It included the following.
- 9.2 A number of workshops were held between May and December 2014 with the aim of finding out what people's concerns and aspirations were for the park and to discuss ideas for activities and interpretation.
- 9.3 A public exhibition and stakeholder workshops were held on 16 December 2014 to get feedback on initial master plan ideas.
- 9.4 A major public consultation on the master plan proposals ran for five weeks from 2 March to 6 April 2015. Information booklets, available online or as paper copies, provided details of the proposals and questionnaires asked for feedback

on different elements of the master plan proposals. People could also come along to 14 exhibitions and events held across the local area and the wider city to speak to project staff and view the designs.

- 9.5 Regular information briefings, newsletters, web page updates, social media and press releases kept councillors, park users and other stakeholders updated on progress. Posters, postcards and larger information boards at all the entrances publicised events and raised awareness of the project.
- 9.6 Throughout the development phase a range of events and activities were piloted both to engage people and to test out what people enjoyed taking part in. This included around 100 different public events, activities and communications. A similar amount of stakeholder workshops and meetings have taken place during this time to explore ideas, develop partnerships and to learn from other projects and service providers. More is planned to take place until the end of summer 2015.
- 9.7 Visitor satisfaction surveys, visitor counts and visitors observations were carried out to get a better understanding of who uses the park, why they use it and how they rated the park. Schools & Volunteer Surveys were also carried out to get feedback about their specific requirements for the park and gardens.

Background reading/external references

[Report to Transport and Environment Committee on 19 March 2013 - Heritage Lottery Application Saughton Park and Gardens](#)

[Report to Transport and Environment Committee on 27 August 2013 – Heritage Lottery Funding Approved Saughton Park and Gardens](#)

[Report to Transport and Environment Committee on 29 October 2013 – Saughton Park and Gardens Heritage Lottery Fund Project Board](#)

[Saughton Park and Gardens Master Plan Presentation \(Full Version\)](#)

[Saughton Park and Gardens Master Plan \(Large Version\)](#)

[Saughton Park and Gardens Consultation Information Booklet](#)

[City of Edinburgh Council – Saughton Park Project Web Page](#)

[Heritage Lottery Fund ‘Parks for People’ grant programme](#)

[Green Flag Awards](#)

[Visit Scotland Quality Assurance Rating](#)

[MyParkScotland web page](#)

John Bury

Acting Director, Services for Communities

Contact: David Jamieson, Parks & Greenspace

E-mail: david.jamieson@edinburgh.gov.uk | Tel: 0131 529 7055

Links

Coalition pledges	P23 Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties
	P29 Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work
	P30 Continue to maintain a sound financial position including long-term financial planning
	P31 Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure
	P36 Develop improved partnership working across the Capital and with the voluntary sector to build on the "Total Craigroyston" model
	P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage
	P42 Continue to support and invest in our sporting infrastructure
	P43 Invest in healthy living and fitness advice for those most in need
	P48 Use Green Flag and other strategies to preserve our green spaces
Council outcomes	CO4 Our children and young people are physically and emotionally healthy
	CO7 Edinburgh draws new investment in development and regeneration
	CO10 Improved health and reduced inequalities
	CO17 Clean - Edinburgh's streets and open spaces are clean and free of 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 and maintenance of infrastructure and public realm

CO20 Culture, sport and major events – Edinburgh continues to be a leading cultural city where culture and sport play a central part in the lives and futures of citizens

CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community

CO24 The Council communicates effectively internally and externally and has an excellent reputation for customer care

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

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

CO27 The Council supports, invests in and develops our people

Single Outcome Agreement

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

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

Appendices

Appendix 1: Cost Estimates – Delivery Phase

Appendix 2: Financial Projections – Delivery Phase

Appendix 3: Cost Estimates – Development Phase

Appendix 4: Financial Projections – Development Phase

Appendix 5: Saughton Park and Gardens Master Plan

Appendix 1: Cost Estimates – Delivery Phase

Saughton Park Restoration Project Cost Estimates at RIBA Stage C as at April 2015

Cost Heading	Details	Amount (£)
HLF Project Costs		
Capital Costs	- restoration and new build construction costs	3,487,975.00
Professional Fees	- e.g. designers, quantity surveyors, etc	266,524.00
Activity Costs	- e.g. volunteer training, materials and events budgets	68,250.00
Other Costs	- building warrants, publicity and evaluation costs	23,880.00
Contingency for above costs	- HLF requirement 10% allowance for unanticipated work	384,662.90
Inflation for construction materials	- HLF requirement 14% allowance based on BCIS indices	488,316.50
Nr 2 Project Staff x 5 yrs	- Project Manager and Development Office to deliver project	428,360.00
5yrs Incr. Mgt and Maint Costs	- value of increased resources to look after park	250,000.00
5yrs Volunteer Time	- e.g. oral history interviews, gardening, etc	29,000.00
Total HLF project costs		5,426,968.40
HLF Project Income		
HLF Grant Request - 70%		3,798,877.88
Matched Funding Required - 30%		1,628,090.52
<u>Matched Funding Breakdown:</u>		
CEC Capital 16.57%	- £40k increase from round 1	899,090.52
CEC Micro-Hydro Capital 4.61%	- already secured	250,000.00
External Funding 3.69%	- to be raised by August 2015	200,000.00
Mgt & Maint Increase over 5 yrs 4.61%	- re-structure of staff/no monetary impact	250,000.00
Volunteer Time over 5 yrs 0.53%	- volunteer time/no monetary impact	29,000.00
Sub-total matched funding		1,628,090.52
Total HLF project income		5,426,968.40
HFL Project Budget - Difference between round one and round two		
Stage C budget for round two		5,426,968.40
Stage B budget at round one		5,294,707.98
Difference between round one and two		-132,260.42
<u>Breakdown of difference</u>		
Net diff in changes in prof fees & staff costs		-18,324.00
Net diff in contingency		366.00
Net diff in inflation 9.6% to 14%		-114,302.42
Total net difference between round one and two		-132,260.42
Works considered important by the HLF but not covered by their grant		
Balgreen Entrance Improvements	- to improve parking and make entrance safer	13,000.00
Fords Road Entrance Improvements	- to improve parking and make approach safer	167,000.00
Total Costs for other works (not included in the HLF Bid)		180,000.00

Appendix 2: Financial Projections – Delivery Phase

Saughton Park Restoration Project

Stage C Financial Projections for the Delivery Phase

HLF Funded Works

Financial Year	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total (£)
Cost	233,549.68	2,991,961.18	1,774,758.60	167,186.60	134,512.35	50,000.00	50,000.00	25,000.00	5,426,968.40
Funding									
HLF Funding	163,484.78	2,094,372.82	1,242,331.02	117,030.62	181,658.65	0.00	0.00	0.00	3,798,877.89
CEC Capital - Main HLF Works	38,692.38	495,680.78	294,025.78	27,697.95	42,993.63	0.00	0.00	0.00	899,090.52
CEC Capital - Microhydro	10,758.75	137,828.39	81,756.45	7,701.66	11,954.76	0.00	0.00	0.00	250,000.00
Funding TBC	200,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200,000.00
Volunteer Time	5,800.00	5,800.00	5,800.00	5,800.00	5,800.00	0.00	0.00	0.00	29,000.00
Mgt & Maint Increase	0.00	0.00	25,000.00	50,000.00	50,000.00	50,000.00	50,000.00	25,000.00	250,000.00
Funding Total	418,735.91	2,733,681.99	1,648,913.24	208,230.22	292,407.04	50,000.00	50,000.00	25,000.00	5,426,968.40
Acc Balance	185,186.23	-258,279.19	-125,845.35	41,043.62	157,894.69	0.00	0.00	0.00	0.00

Total CEC Contributions	49,451.13	633,509.17	375,782.23	35,399.60	54,948.39	0.00	0.00	0.00	1,149,090.52
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Non HLF Funded Works

Financial Year	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Total (£)
Cost	0.00	0.00	180,000.00	0.00	0.00	0.00	0.00	0.00	180,000.00
Funding									
To be confirmed	0.00	0.00	180,000.00						180,000.00
Funding Total	0.00	0.00	180,000.00	0.00	0.00	0.00	0.00	0.00	180,000.00
Acc Balance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Budget to be identified	0.00	0.00	180,000.00	0.00	0.00	0.00	0.00	0.00	180,000.00
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Appendix 3: Cost Estimates – Development Phase

Saughton Park Restoration Project Development Phase Cost Plan as at April 2015

Cost Heading	Details	Amount (£)
HLF Project Costs		
Professional Fees	- e.g. designers, quantity surveyors, etc	303,744
Nr 2 Project Staff	- Project Manager and Development Office to develop project	163,134
Activity Expenses	- e.g. community archaeology dig, event costs, etc	10,764
Other Expenses	- e.g. planning fees, publicity expenses, etc	25,000
Contingency for above costs	- HLF requirement 10% allowance for unanticipated work	30,374
Volunteer Time	- e.g. oral history interviews, gardening, etc	4,000
Total HLF project costs		537,016
HLF Project Income		
HLF Grant Request - 73%		392,000
Matched Funding Required - 27%		145,016
<u>Matched Funding Breakdown</u>		
CEC Capital 26.26%	- £40k increase from round 1	141,016
Volunteer Time 0.74%	- volunteer time/no monetary impact	4,000
Sub-total matched funding		145,016
Total HLF project income		537,016

Appendix 4: Financial Projections – Development Phase

Saughton Park Restoration Project

Development Phase Financial Projections as at April 2015

HLF Funded Works

Financial Year	2013-14	2014-15	2015-16	Total
Cost	10,787	217,818	308,411	537,016
Funding				
HLF Funding	0	137,613	254,387	392,000
CEC Capital	0	48,350	92,666	141,016
Volunteer Time	0	3,900	100	4,000
Funding Total	0	189,863	347,153	537,016
Acc Balance	-10,787	-27,955	38,742	0



Stables, Courtyard and Café to the West of the Walled Gardens



View of Kitchen Garden and Café at Dusk



Improvements to Main Drive



Restoration of Winter Gardens



New herbaceous borders along Grand Avenue



Bandstand in new location



Water of Leith 'Living Landscape' planting



Saughton Weir



Diagram of the proposed Saughton Micro-Hydro Scheme



Example of a Micro-Hydro Scheme

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

Cleanliness of the City

Item number	7.10
Report number	
Executive/routine	Routine
Wards	All

Executive summary

This report updates Committee on a range of data concerned with the cleanliness of Edinburgh's streets and open spaces. A full picture of the standard of cleanliness across the city is derived from a number of data sources, including operational performance and data from the Council's Confirm on Demand asset and works order management software, feedback from members of the public and businesses via the Edinburgh People Survey and assessment of street cleanliness through the Keep Scotland Beautiful (KSB) CIMS report and LEAMs surveys. This range of data ensures that information about operational performance and standards of cleanliness is compared with public perception of the city's cleanliness.

The citywide CIMS score assessed by KSB in March 2015 is 76 with 98% of streets clean. All 17 Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. Fourteen of those Wards achieved 72, or above, meeting the Council's high standard for cleanliness.

The report gives a summary of the work and initiatives being carried out by the Council's Neighbourhood Teams to improve cleanliness at a local level.

The report also provides information on citywide cleanliness initiatives such as the project with Zero Waste Scotland to target fly-tipping, the work of Eco Schools and the expansion of the Waste Action Grant to include litter related projects.

Links

Coalition pledges	P44
Council outcomes	CO7 , CO17 , CO19 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Cleanliness of the City

Recommendations

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

Background

- 2.1 A range of Performance Indicators (PI's) is used throughout the year to monitor the standard of cleanliness across Edinburgh's streets and open spaces. These PI's are addressed at alternating times throughout the calendar year, and consists of Local Environment Management System (LEAMS) surveys (three per year), Cleanliness Index Monitoring System (CIMS) assessments (quarterly), Confirm on Demand performance reports (monthly), Parks Quality Assessments (annually) and the Edinburgh People Survey (annually).
- 2.2 The statutory performance indicator LEAMS process is structured so that all authorities carry out exactly the same monitoring programme to allow for full comparison between the results obtained. The methodology changed in 2014/15 to include a 'perception' value and all authorities are now carrying out surveys based on the new methodology. A representative from the City of Edinburgh Council attends the newly formed LEAMs steering group discussions which are coordinated by Keep Scotland Beautiful (KSB). A total of three surveys will cover a random sample of 5% minimum, of the streets and other relevant sites. Two surveys are completed internally and KSB completes an annual validation survey. An annual report on the findings and results for each local authority is prepared by KSB. The annual results for 2014/15 will available in late summer 2015 and the overall score for 2014/2015 will be published by the Improvement Service in its annual Local Government Benchmarking Overview report as well as in the National LEAMS Benchmarking Report. The two results from the new methodology surveys to date show the percentage of acceptable standard of street cleanliness at 87.9% and 90%.
- 2.3 CIMS is the method used by The City of Edinburgh Council to assess street cleanliness. KSB manages the CIMS scheme nationally and carries out four independent assessments each year. The City of Edinburgh Council cleanliness performance targets for 2015/16 are a citywide CIMS score of 72, with a secondary target of 95% of streets surveyed as clean.

2.4 In March 2015, KSB undertook the latest CIMS independent assessment of Edinburgh's street cleanliness. 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). The following photographs depict the visual impact of an 'A' to a 'D' grade street:



Grade A These areas have no litter or refuse on the street, on the pavement, in gutters or at back lines. There were 90 (20%) Grade A streets confirmed within the March 2015 assessment.



Grade B These areas are clean apart from a few small items of litter. There were 317 (76%) Grade B streets confirmed within the March 2015 assessment.



Grade C These areas show accumulations of litter at back lines, kerbs and in between parked cars. There were 6 Grade (1.5%) C streets confirmed within the March 2015 assessment.



Grade D Streets are visibly and obviously heavily littered, with significant litter and refuse items. There were 2 (0.5%) Grade D assessments confirmed in the March 2015 assessment.

- 2.5 The Confirm on Demand asset and works order management system went live in March 2014 for Street Cleaning Operations. It enables real-time two way flow of information and allows enquiries from the public to be directed straight to the Task Force workforce using smart phones and tablets. All enquiries, service requests and information requests have been logged and processed through this system for a full 12 months. A performance and information framework has been developed which allows local issues and trends to be monitored and this information can be used in tandem with CIMS results and resident surveys in order to manage resources and target campaigns.
- 2.6 A Parks Quality Score is produced annually for each of Edinburgh's parks using the Green Flag judging criteria all of Edinburgh's parks. These scores are compared to the Edinburgh Minimum Standard which has been developed to benchmark our parks and record how they are improving. A range of criteria is assessed including litter and dog fouling, which can provide data on the cleanliness of the city's parks.
- 2.7 The Edinburgh People Survey is an annual survey of Edinburgh residents aged 16 and over, which asks questions around quality of life issues and for feedback around the perception of Council services. The results of the survey are used to monitor the Council's performance at both a citywide and Ward level; and track public perception of local government services. Over 5,000 residents were interviewed as part of the 2014 survey. One question posed to residents asks

what the Council can do to improve the quality of life in their neighbourhood. Three of the top ten responses related to the cleanliness of streets and open spaces.

Main report

Confirm on Demand data

- 3.1 The enquiries from the public logged onto the Confirm on Demand system in March 2015 are summarised in Figures 1 and 2 below.

Enquiry type	Number of enquiries received
Litter	464
Dumping/fly-tipping	436
Dog fouling	319
Street cleaning request	147
Bin full	55
Broken glass	54
Bin repair required	55
Dead animal	40
Needles	39
Graffiti (non-offensive)	29
Spillage of fluids	15
Graffiti (offensive)	14
New bin request	12
Bin unsafe	10
Leaves	7
Weeds	4
Road Traffic Accident	2
Public conveniences	2
Fly-posting	1
Total	1705

Figure 1: Enquiries received by the public in March 2015

Neighbourhood	Number of enquiries received	Percentage of enquiries dealt with in agreed timescale
City Centre & Leith	511	91%
East	154	88%
North	195	83%
South	234	98%
South West	416	95%
West	195	95%
Total	1705	89%

Figure 2: Number of enquires logged in each Neighbourhood in March 2015 and the percentage dealt with in agreed timescale.

CIMS survey results

3.2 The results of the March 2015 CIMS survey are summarised in Figure 3 below.

Neighbourhood	% streets clean	CIMS score	KSB Acceptable Target	CEC Target CIMS Score	CEC Target % Clean
West	96%	72	67	72	95%
South	100%	80			
South West	96%	78			
North	98%	74			
East	98%	77			
City Centre & Leith	100%	73			
City wide	98%	76			

Figure 3: Summary of March 2015 CIMS street cleanliness results

- 3.3 All 17 Wards achieved a cleanliness score of 67 or above, meeting the national standard for cleanliness. 14 of those Wards achieved 72, or above, meeting the Council's standard for cleanliness. The source of 75% of the litter noted within the survey was pedestrian related.
- 3.4 The highest percentage of litter noted within the survey was smoking related litter, which was noted in 53% of the streets surveyed.
- 3.5 It should be noted that these assessments took place over a period of wintry weather. During these periods some neighbourhood Task Force teams were redirected from their daily tasks to engage in winter weather gritting activity. The CIMS survey was cancelled on one day due to snow lying on the ground.

City Centre and Leith Neighbourhood

Ward	% Streets Clean	CIMS Score
11	100%	75
12	100%	74
13	100%	67
Overall	100%	73

North Neighbourhood

Ward	% Streets Clean	CIMS Score
4	96%	77
5	100%	72
Overall	98%	74

East Neighbourhood

Ward	% Streets Clean	CIMS Score
14	95%	80
17	100%	74
Overall	98%	77

South West Neighbourhood

Ward	% Streets Clean	CIMS Score
2	87%	87
7	100%	70
8	100%	88
9	100%	77
Overall	96%	78

South Neighbourhood

Ward	% Streets Clean	CIMS Score
10	100%	76
15	100%	78
16	100%	84
Overall	100%	80

West Neighbourhood - CIMS Score 72, 96% clean

Ward	% Streets Clean	CIMS Score
1	94%	75
3	95%	67
6	100%	72
Overall	96%	72

Edinburgh People Survey

- 3.6 The results of the [2014 Edinburgh People's Survey](#) show that 89% of residents surveyed are satisfied with Edinburgh as place to live, with two-thirds (67%) expressing satisfaction with the Council's management of the city overall – up from a low of 35% in 2009. Three of the top ten areas for improvement highlighted by the survey are related to waste and cleanliness: 12% of

respondents stated they would like to see improvement in street cleaning, 6% request improvements to waste collection/ uplifts and 5% looked for improvements in the way the Council tackles dog fouling.

Park Quality Assessments

- 3.7 The Parks Quality Assessments for 2015 commenced in April. The results will be available in the autumn.

Local Action and initiatives

- 3.8 Local initiatives to combat litter and maintain street and open space cleanliness are ongoing in all six Neighbourhoods:
- 3.9 **City Centre and Leith Neighbourhood:** Phase 1 of the roll-out of the Council's new trade waste bin policy has commenced in Ward 11. Businesses are now required to store their waste off public land and to present it for collection only during certain one hour windows. This has helped businesses to comply with their duty of care and take full responsibility for their waste until collection. As bags and bins are now on public space for only short periods of the time there is less time for bags to be ripped by gulls, which is having a positive impact on the cleanliness of the city centre's streets. The team continue to use data from the Confirm on Demand system to target recourses across the Neighbourhood to ensure the most effective use of resources, both in terms of cleansing and enforcement. Since April, five new precinct sweepers have been operating in the City Centre targeting pedestrian related litter, including cigarette litter.
- 3.10 **East Neighbourhood:** The East Task Force have been trialling a new precinct sweeper vehicle. This has been out regularly and has made a noticeable difference to the cleanliness of the pavements in the area. The team has also observed a reduction in street litter, which is likely to be related to the increasing containerisation of waste following the roll-out of the Council's new recycling service. The East Task Force is working with Waste Services and residents to deal with contaminated and excess waste which continues to be a problem in a few areas.
- 3.11 **North Neighbourhood:** As part of #StrongerNorth, the Council's North Neighbourhood Team has been supporting a number of clean ups, with the local community council and residents working alongside the Task Force and Housing teams to remove dumped items, litter and other debris. Further community clean ups are being planned involving the community in improving their environment in North Edinburgh.
- 3.12 **South West Neighbourhood:** The South West Neighbourhood team has been using data derived from the Confirm on Demand system along with complaints received by the Environmental Wardens to develop a dog tracking system to identify hot spots for incidents of dog fouling and target resources to these areas.
- 3.13 **South Neighbourhood:** In January 2015, the South Neighbourhood introduced three additional barrow routes in Merchiston/Montpelier (Ward 10),

Bruntsfield/Morningside (Ward 10) and Dumbiedykes/Pleasance (Ward 15) to compliment the work carried out by the mobile teams. The results of these can be seen with improved assessment scores in both wards. These barrow routes are in addition to that already in place at Buccleugh/University, Meadows East/Marchmont and St Leonards/Preston Street (all Ward 15) and Meadows West/Tollcross (Ward 10). The introduction of these seven routes allows for more flexible use of the mobile teams particularly in the Ward 16 area which increased its assessment score considerably. Barrow routes were introduced to these areas due to the high density of these locations and the additional cleaning which is needed at this time.

- 3.14 **West Neighbourhood:** The West Task Force team has been working with its Environmental Wardens to provide targeted action in local 'hot-spot' areas which have received high numbers of complaints for littering, dog fouling and excess household waste. Using Confirm on Demand data, officers have been able to identify which streets to focus on and by utilising a range of methods including posters and extra patrols they have raised awareness of the issues. This work ended with a week of action in May in the areas around the Drumbrae hub, including Dochart Drive, Durar Drive, Essendean Place and Hoseseason Gardens.

City wide initiatives:

Roll out of Edinburgh's new recycling service

- 3.15 Since the 1 September 2014, Waste Services has been replacing red and blue boxes with a wheelie bin. The new service allows residents to recycle more of their waste and make this easier by having fewer items to sort. Additional materials can now be recycled including small electrical items. Waste Services rolled out the third phase in March 2015, which means 60,000 households now receive the new service. Participation in the new recycling service is averaging 73%. The introduction of the new recycling service has had a positive impact of cleanliness standards in the areas where the red and blue boxes have been replaced. This is because the recycling material is contained in a wheelie bin and is not prone to being blown out.

City wide implementation of Trade Waste Strategy

- 3.16 Phase 1 of the roll-out commenced on 1 April 2015 in Ward 11. As reported previously, the aim of this project is to minimise trade waste permanently stored, 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. As well as clearing public space of large numbers of bins, it is intended that the new policy will reduce the amount of litter on streets resulting from wrongly presented trade waste.

Eco schools

- 3.17 Litter is a mandatory topic for all Eco Schools, and as such all schools participating in the programme regularly undertake activities to address litter. Examples of the work carried out by schools include community litter picks, mapping playground litter hotspots, litter picking rotas for school and taking part in beach clean-ups. Parks and Greenspaces support the Eco-Schools Programme on behalf of the Council.
- 3.18 There are currently 151 Edinburgh Local Authority establishments registered as Eco Schools in Edinburgh. Of these, 96% have achieved at least one award and 70 have achieved Green Flag status. Part of the work to become a Green Flag school is the production of an action plan, planning at least one year's worth of work to tackle litter related issues.
- 3.19 Two schools with particularly good action plans which include litter are Currie Community High School (CCHS) and Juniper Green Primary School.

Examples of the work delivered by the Eco Committee at CCHS are:

- Regular litter picks of Roley's Wood and school grounds;
- Success in accessing additional bins (including a recycling bin) for the school; and
- The implementation of a 'Litter-o-Meter' to track the amount of litter in the school foyer at lunch time.

Examples of the work delivered by Juniper Green students are:

- Participation in the annual Community Spring Clean;
- The establishment of Litter Detectives to do spot checks on littering; and
- Participation in a joint community initiative to tackle dog fouling.

- 3.20 Parks and Greenspaces worked in partnership with Children and Families to facilitate a Learning for Sustainability Conference in May 2015, which offered teachers the chance to participate in workshops relating to sustainable development education, outdoor learning and global citizenship.

Waste Action Grants

- 3.21 The Waste Aware Grant Programme is a Council initiative that awards grants of up to £2,500 for projects that will encourage communities to reduce, reuse and recycle. This unique funding programme raises awareness in local areas and the wider community of the need to respect and look after the environment. In linking agendas across services, it helps highlight the increasing contribution schools make to Edinburgh becoming a cleaner, greener, safer and more sustainable city.
- 3.22 To date:
- 76 Large waste projects and 10 Small waste action projects have been funded;
 - £146,392 has been awarded to fund local waste projects;

- Approximately 17 tonnes of waste have been diverted from landfill as a direct result of the programme;
- 49,000 people have directly participated in the Waste Action Grant Programme Projects through workshops, events and on-the-ground activities¹; and
- 712,527 contacts have been made with people indirectly participating in the Waste Aware Grant Programme, by receiving waste aware leaflets, reading newspaper articles about the projects, and/or hearing radio promotion about the projects.

3.23 It is anticipated that through the grant programme, and the development and support of waste related community initiatives across Edinburgh, residents of Edinburgh will be inspired to use the Council's recycling services and find ways to reduce, reuse and recycle their waste. This funding source is now being opened up to include projects that tackle litter issues.

Fly-tipping project

- 3.24 Zero Waste Scotland funded the City of Edinburgh Council to test different approaches to reduce fly-tipping occurring in tenement housing areas in Edinburgh. The project was devised to test the three interventions outlined in the National Litter Strategy; education, enforcement and infrastructure. The interventions were carried out over a seven week period from 1 February to 20 March 2015.
- 3.25 In Leith Walk (Ward 12) the enforcement intervention was tested. Increased Environmental Warden patrols working with public space CCTV operators took place in the identified streets. 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).
- 3.26 In Gorgie and Dalry (Ward 7) the education intervention was tested. A range of educational materials such as bin stickers, lamp post signs and posters for communal stairs were distributed throughout the identified area. These included messages about the National re-use hotline, the Council's Special Uplift Service and information about the potential for fly-tipping to result in the issue of a FPN. An 'upcycling' Workshop for residents was held on 7 March as part of 'Pass it On' Week.
- 3.27 In Hillside, the infrastructure intervention was tested as changes were made to the on-street recycling facilities. The number of landfill bins was reduced and the number of dry-recycling bins doubled. Glass recycling was also introduced. Nudge techniques involving stencil footsteps directing the public to the recycling

NB calculation for participation is based on the following definitions. A Family Group = 4 people, A Household = 2 people, Allotment plot holder = 2 people

banks were used. Direct mailing was used to inform residents on the new recycling options and provide information on how to dispose of other unwanted household items.

- 3.28 To measure the impact of the different approaches, a number of monitoring techniques were utilised including household surveys, and adapted LEAMs surveys. Assessment of the number of fly-tipping incidents reported by the public and recorded on Confirm was used to provide a baseline of incidents occurring within the project areas.
- 3.29 Using the resources developed and lessons learnt from the project, a toolkit with guidance and communication materials has been developed and is available to support future projects in Edinburgh, and to share with other Local Authorities faced with similar issues.

Community Clean Ups

- 3.30 The South Neighbourhood Task Force Team worked with the Council's Natural Heritage Service and KSB to launch the KSB Spring Clean Campaign on 1 April 2015. This was held at Burdiehouse Burn Valley Park, and a clean-up of the woodlands surrounding Lasswade Bank took place as part of the launch. The event was also supported by the Friends of Burdiehouse Burn Valley Park and volunteer staff from Greggs the Bakers.
- 3.31 Between January and May 2015, over 24 Community clean up events took place across the city, with over 1100 participants. Examples of groups that organised a clean-up are; Health All Round, Sciennes Primary School and Friends of the Pentlands.

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.
- 4.3 To meet 85% of operational commitments within the given timescale.

Financial impact

- 5.1 There is no financial impact from this report.

Risk, policy, compliance and governance impact

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

Equalities impact

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

Sustainability impact

- 8.1 None

Consultation and engagement

- 9.1 None

Background reading/external references

www.keepsotlandbeautiful.org

[2014 Edinburgh People Survey](#)

[Keep Scotland Beautiful Eco Schools](#)

[City of Edinburgh Council Waste Action Grant](#)

[Zero Waste Scotland National Litter Strategy](#)

John Bury

Acting Director of Services for Communities

Contact: Karen Reeves, Open Space Strategy Manager

E-mail: karen.reeves@edinburgh.gov.uk | Tel: 0131 469 5196

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.

Single Outcome Agreement

Appendices

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.

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

N/A

Transport and Environment Committee

10am, Tuesday, 2 June 2015

Dog Fouling Prevention

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

Tackling dog fouling continues to be a high priority in Edinburgh, as identified by citizens in the 2014 Edinburgh People Survey.

This report provides an overview of a refocused approach to tackling dog fouling in the city and reports back on the outcome of consultation with the Scottish Government on measures to tackle this problem.

Links

Coalition pledges	P44
Council outcomes	CO17
Single Outcome Agreement	SOA4

Dog Fouling Prevention Initiatives in Edinburgh

Recommendations

It is recommended that Committee:

- 1.1 notes the content of this report; and
- 1.2 discharges the remit from the 28 October 2014 Transport and Environment Committee to report back on the outcome of consultation with Scottish Government.

Background

- 2.1 Dog fouling continues to be a high priority for residents in the city, as evidenced in the 2014 Edinburgh People Survey (EPS) results.
- 2.2 A range of methods have been used to tackle the problem citywide using both routine patrols and targeted initiatives, employing stencilling, the use of special operations and information gathering to target hot spots in local communities. Each Neighbourhood's approach has been tailored to the specific local trends and distribution of dog fouling complaints.
- 2.3 The measures previously reported to Committee have resulted in a recorded drop in dog fouling complaints of over 40% in January 2014 compared to 2013. This reduction is also shown in recorded CIMS scores, with a reduction of 2% in the number of areas recorded containing dog fouling reported over the same period. The most up to date performance information shows a continuation of these trends, and is outlined in more detail within the main report.
- 2.4 The results of the EPS indicate that residents remain dissatisfied with the level of dog fouling in the city. In the light of this a refocused model to tackle the issue has been developed.

Main report

- 3.1 Dog fouling is a priority for every neighbourhood Environmental Warden Team, which actively respond to complaints and patrol areas where dog fouling has been identified as an issue.
- 3.2 A range of approaches have been developed and implemented within neighbourhoods, including examples previously reported to Committee, including the "Dish the Dirt Campaign" and the "Don't Blame the Dog" campaign.

Refocused Campaign

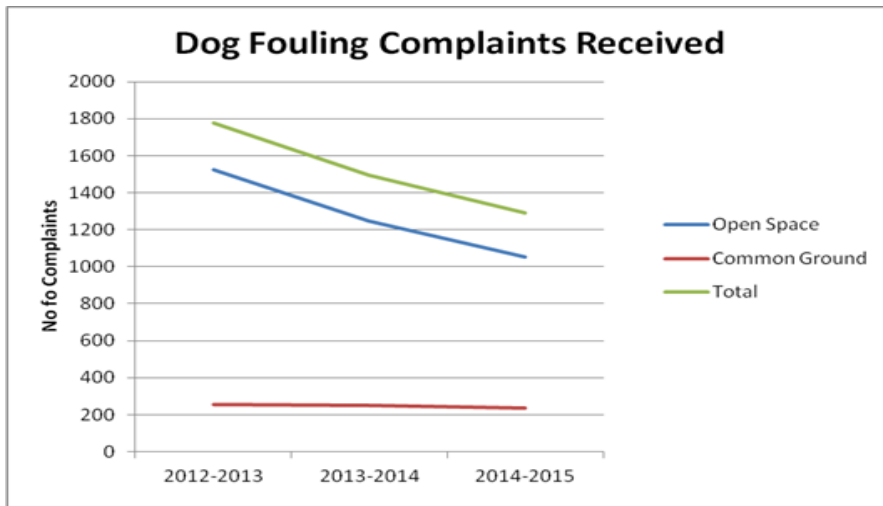
3.3 While these campaigns have had success, it is acknowledged that more needs to be done and a refocused citywide dog fouling campaign which will focus on enforcement, has been developed. The approach will consist of a number of elements, including:

- A zero tolerance policy towards dog fouling;
- Examination of use of plain clothes wardens to catch offenders;
- Increased priority given to dog fouling by Environmental Wardens and through local Community Improvement Partnerships (CIPs);
- A high profile communications campaign, including chalk stencils in places where people have been issued with Fixed Penalty Notices;
- The use of Council and neighbourhood social media to highlight number of FPN's issued on a weekly basis;
- A education programme, with a schools poster campaign on the dangers of dog fouling;
- Harnessing community energy around this issue by piloting approaches in common grounds, alongside partner community groups; and
- Inclusion of dog fouling as a key part of the new Cleansing Strategy being developed by Waste Services.

3.4 A framework setting out further detail on this approach is attached at Appendix 1.

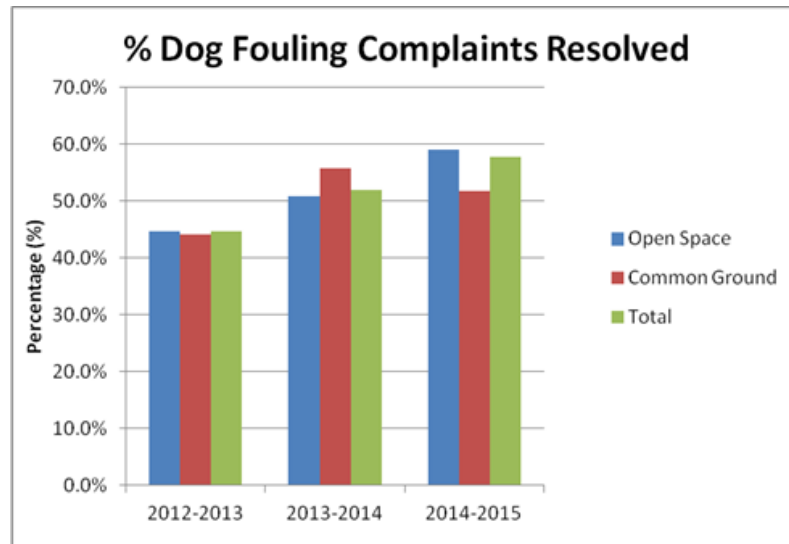
Performance

3.5 The table below outlines the number of dog fouling complaints received. It shows a continued decreasing trend in dog fouling complaints for 2014/15, with a drop of 14% compared with 2013/14 and 37% compared with 2012/13. This reduction has been achieved during a period where emphasis has been placed on introducing new ways of reporting dog fouling through the "Report It" forms on the City of Edinburgh corporate website, and campaigns such as "Dish the Dirt" which raised the profile of the issue and actively encouraged residents to report dog fouling.



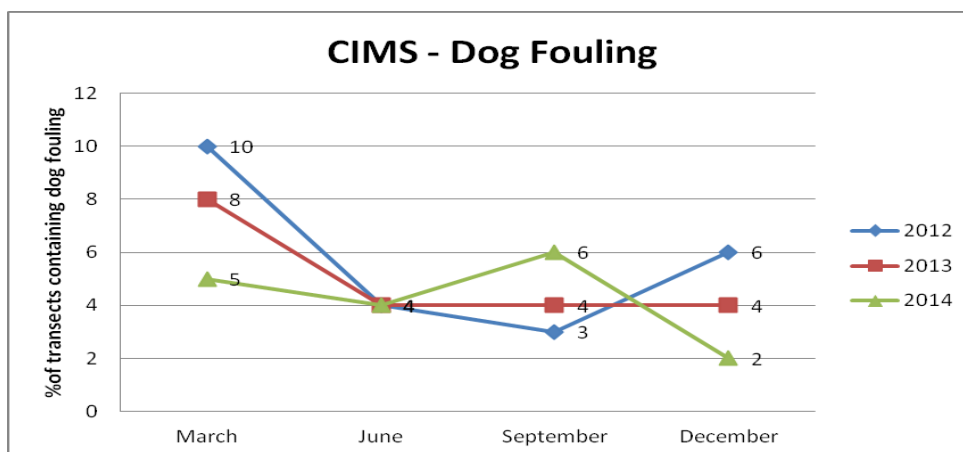
Dog Fouling - Complaints Resolved

3.6 The following graph illustrates the recorded customer satisfaction with dog fouling complaints received.



The graph shows an increasing trend regarding the recorded customer satisfaction over the past three financial years, with an overall increase of over 10% comparing 2014/15 against 2012/13.

CIMS Scores - Dog Fouling



- 3.7 The above CIMS figures record the percentage of areas containing dog fouling inspected as part of the quarterly Cleanliness Index Monitoring System inspection carried out by Keep Scotland Beautiful and, recorded as part of the quarterly CIMS assessments in Edinburgh. The graph shows an overall decreasing trend in Edinburgh, with the December 2014 figure being the lowest recorded over the past three calendar years.
- 3.8 The latest result for March 2015 continues the decreasing trend, with only 4% of the 415 transects assessed containing dog fouling compared to 5% recorded in March 2014. In all cases, transects were recorded as containing a minor presence only. This shows an overall reduction of 6% from the peak figure recorded in March 2012.
- 3.9 Further analysis of the CIMS data recorded has identified hotspot areas within 8 wards in Edinburgh.
- 3.10 While these trends demonstrate progress in relation to dog fouling the recent results of the EPS show that residents remain unhappy with the level of dog fouling in the city and that more must be done to tackle the problem.

Discussion with the Scottish Government's Community Safety Unit

- 3.11 As instructed by Committee, the Community Protection Support Unit approached the Scottish Government Community Safety Unit to discuss the future of Dog Fouling measures in Scotland. The following proposals were discussed:
- An increase to the Dog Fouling Fixed Penalty Notice (FPN) served under the Dog Fouling (Scotland) Act 2003;
 - Offence of dog fouling into the Antisocial Behaviour FPN scheme; and
 - Dog owner's responsibility for the removal of their dog's fouling under the Control of Dogs (Scotland) Act 2010.

3.12 Increase in penalty amounts

The current Dog Fouling Scotland (Scotland) Act 2003 makes it an offence for an individual to fail to clean up immediately after their dog fouls. This offence carries a maximum fine of £500, and also provides for a FPN of £40 rising to £60 if unpaid after 28 days.

Offence	Fixed Penalty Notice Amount	Maximum Fine
Dog Fouling	£40 rising to £60 if unpaid after 28 days	£500
Littering	£80 within 14 days	£2,500
Fly tipping	£200 within 14 days	£40,000

It was suggested that there should be an increase in both the maximum fine and FPN amount, particularly given the recent increases in FPN amounts for littering and fly tipping which were implemented on 1st April 2014. It was also suggested that the current “discount” for paying the FPN within 28 days should be stopped, to bring the FPN in line with other offences and to prevent rewarding the accused by offering a cheaper payment option.

- 3.13 In England and Wales, the fines for dog fouling are set by the relevant local authorities under the Clean Neighbourhoods Act, with typical Fixed Penalty Amounts ranging from £75 to £100, and carrying a maximum fine of £1000. The power of maximum fine is at the discretion of the Magistrate and on a case by case basis. Discretion would take into account related previous offences committed.

Including Dog Fouling into the Antisocial Behaviour FPN scheme

- 3.14 This measure is similar to that put forward in the recent National Litter consultation, which proposed that littering and flytipping offences are included under the Antisocial Behaviour FPN scheme. This would allow FPN’s to be quickly and efficiently issued by Police Officers when an offence was witnessed. Police Officers already have the powers to issue a FPN under the Dog Fouling (Scotland) Act 2003, however the current system relies on a Police Officer carrying a FPN book, issuing the paper based FPN and notifying the Council as the relevant local authority. In practice, this is impractical for Police Officers and although dog fouling FPN books have previously been provided to all Police stations in Edinburgh, to date no such FPN’s have been issued.

- 3.15 Including Dog Fouling into the Control of Dogs scheme

The Control of Dogs Act (2010) promotes responsible dog ownership by allowing a local authority to take action against a dog owner whose dog is deemed to be out of control via a Dog Control Notice (DCN). The DCN can impose suitable measures to bring the dog back under the control of the owner, safeguarding members of the public from further undesirable behaviour. This proposal is intended to further promote responsible dog ownership, by deeming a dog fouling offence to show a lack of responsible ownership and allow the local authority to impose a DCN which would require the owner to pick up after their dog. This proposal would introduce a corrective measure to tackle the owner’s behaviour and attitude after a dog fouling offence to prevent further offences. The resulting DCN could then be monitored and enforced as per a normal DCN, with any further breaches being reported as an additional offence to the Procurator Fiscal.

- 3.16 The Scottish Government Community Safety Unit was already aware of some of the initial approaches to dog fouling being taken in Edinburgh. Following the discussion, the Unit indicated an interest in visiting other Local Authorities across Scotland to discuss the issue and consider other possible views and ideas on these options and any other approaches.

National and International Initiatives

- 3.17 In considering best practice with regard to tackling dog fouling, approaches across Scotland, the UK and internationally are being explored. Some of these approaches have already been taken forward in Edinburgh, including:
- The Green Dog Walker Scheme, which was initially developed by Falkirk City Council. A licence has been purchased to roll the scheme out across Edinburgh;
 - “Bag It, Bin It” was a national campaign to encourage dog owners to bag and bin dog fouling. Edinburgh was involved in this campaign alongside Keep Scotland Beautiful and other Councils;
 - Education, awareness raising and poster campaigns have been prevalent throughout Scotland and have been used extensively in the city; and
 - “Do the Right Thing” which is an approach used by West Dunbartonshire Council, echoes the “Don’t Blame the Dog” campaign already trialled in the south of the city.
- 3.18 Other international approaches identified to date have involved linking dog fouling to individual owners either through “Pet Databases” or DNA testing. These are not currently considered to be feasible options for Edinburgh due to different legal arrangements and the potential high cost of establishing the necessary databases.
- 3.19 Examination of alternative approaches will continue to be investigated and brought forward for committee consideration as appropriate.

Measures of success

- 4.1 To continue to reduce the number of dog fouling complaints in Edinburgh.
- 4.2 To reduce the number of instances of dog fouling recorded during CIMS scoring of Edinburgh.
- 4.3 An increase in satisfaction.

Financial impact

- 5.1 The current ongoing and new approach are delivered within existing budgets, and have no additional financial impact.

Risk, policy, compliance and governance impact

- 6.1 This report is not expected to impact on risk, compliance or governance for the City of Edinburgh Council. However a zero tolerance approach to dog fouling will be the key element of the new campaign.

Equalities impact

- 7.1 There has not been a full impact assessment carried out as this report provides updates to previous reports for which the Equalities impact was fully assessed.

Sustainability impact

- 8.1 The measures outlined in this report aim to help achieve a cleaner Edinburgh with less instances of dog fouling.

Consultation and engagement

- 9.1 The Environmental Wardens are a neighbourhood based service, attending local community meetings and engaging with local communities on a day to day basis around all environmental issues and in particular dog fouling. This includes providing feedback to local representatives from Community groups and Neighbourhood Partnerships around Environmental issues including dog fouling concerns.
- 9.2 The Community Protection Support Unit met with members of the Scottish Governments Community Safety team to discuss the future of Dog Fouling measures in Scotland and the proposals outlined in 3.11

Background reading/external references

[Tackling Dog Fouling in Edinburgh – report to Transport and Environment Committee 18 March 2014](#)

[Dog Fouling Initiatives in Edinburgh – report to Transport and Environment Committee 28 October 2014](#)

John Bury

Acting Director of Service for Communities

Contact: Susan Mooney, Head of Service Community Safety

E-mail: susan.mooney@edinburgh.gov.uk | Tel: 0131 529 5787

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti
Single Outcome Agreement	SOA4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	1 – Framework for Tackling Dog Fouling

Proposed Refocused Framework for Tackling Dog Fouling

Objective: The Council operates a zero tolerance approach to dog fouling and will rigorously enforce this stance.

Legislation: Dog Fouling (Scotland) Act 2003 – this Act makes it an offence for any person in charge of a dog not to immediately pick it up and dispose of its fouling in an appropriate manner. This applies to ALL public places.

Strategy: A new Cleansing Strategy is being developed. Dog Fouling will form a major part of this study.

Menu of Tactical Options:

Tactic	Opportunity	Action
Enforcement	Patrol matrix to be redefined to include early morning/evenings and weekends	Community Safety Managers
	Patrol matrix to define hot spot areas based on local intelligence and information from Edinburgh Peoples Survey	Community Safety Managers Intelligence provided by analysts
	Explore the use of CCTV to monitor identified hot spot areas	Neighbourhood Teams
	Examination of low visibility/plain clothes patrols by Environmental Wardens	RIPSA considerations to be re-evaluated
	Consideration given to utilising Community Police officers to provide a high visibility deterrent and to evidence Council and partners view this as ASB	Community Improvement Partnership (CIP) role in tasking and co-ordinating officers
	Use of witness statements to be established for retrospective issuing of FPNs	Community Protection Support Unit
	Work with Council Housing Services and RSL's to tackle persistent offenders through ASB legislation	Community Protection Support Unit
	FPN figures to be published weekly	Part of communications campaign
	All FPNs to be reported to Procurator Fiscal and figures provided as above	Neighbourhood Teams
Community Involvement	Harness energies of community groups such as "Friends of" groups and community councils to provide support to refocused approach, i.e. clean up days, communications campaign	Pilot approach utilising "Friends of Burdiehouse" who have offered support initially
Communications	High profile communications campaign to be established including tougher approach to dog fouling whilst educating owners as to how to dispose of fouling correctly	Communications Service
	Twitter hashtag to be established to	Communications Service

Appendix 1

	encourage community reporting and publicise results	
	Facebook to be utilised centrally and locally to promote campaign	Communications Service Neighbourhoods
	Work with Evening News to highlight refocused approach, and listening to our local communities	Communications Service Evening News
	Publicity material to be developed for hot spot areas – chalk stencils, warnings of FPN amounts	Communications Service
	Website to be updated. “Report it” online function to be highlighted	Community Protection Support Unit
	Campaign with school children to develop poster campaign – awareness raising and educational opportunities	Communications Service Children and Families
Street Cleaning	Stronger Link with Task Force and wardens to clean dog fouling in hot spot areas	Neighbourhoods
	Cost specific dog fouling cleansing machines i.e. “poovers”	Waste Service Support Unit
	Consideration to be given to Task Force being utilised to provide witness statements	Neighbourhoods
Longer Term	Lobby Scottish Government to increase FPN’s for dog fouling	Community Protection Support Unit
	Monitor change through “heat maps” of dog fouling	Council Analysts
	Communicate regularly on FPN’s issued, and offenders reported to Procurator Fiscal and outcome.	Community Protection Support Unit
	Monitor satisfaction through customer surveys and EPS results	Business Intelligence Team
	Monitor dog fouling complaints	Community Protection Support Unit

Measures of Success:

- Reduced number of complaints about dog fouling
- Reduction in number of instances of dog fouling recorded during CIMS assessments
- Increase in perception of how the Council are tackling dog fouling
- Increase in customer satisfaction with how the Council are tackling dog fouling

Transport and Environment Committee

10:00am, Tuesday, 2 June 2015

Update on Second Round of Noise Mapping

Item number	7.12
Report number	
Executive/routine	Executive
Wards:	All Wards

Executive summary

The Environmental Noise (Scotland) Regulations 2006 implement the European Noise Directive 2002/49/EC. They describe a two stage process to manage environmental noise. The first stage is the production of strategic noise maps and the second, the production and implementation of Action Plans. This process is repeated every five years.

The Edinburgh Noise Action Plan was published and consulted upon by the Scottish Government in 2008. A report was presented to the Transport, Infrastructure and Environment Committee in 2008, which supported the Draft Noise Action Plan. A further update was presented to the Transport and Environment Committee on 26 August 2014, which approved 3 Noise Management Areas (NMAs) and 10 Quiet Areas (QAs), identified as part of round 1 mapping. The Scottish Government was then advised of this decision.

Following the round 2 noise mapping, a further 18 proposed Noise Management Areas and 10 proposed Quiet Areas have been identified in the city by the Edinburgh Agglomeration Working Group. Committee is asked to support these recommended areas so that the Scottish Government and Scottish Ministers can be informed.

Links

Coalition pledges CP48

Council outcomes CO22

Single Outcome Agreement SO2

Update on Second Round of Noise Mapping

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Approves the 18 Noise Management Areas (NMAs) and 10 Quiet Areas (QAs) recommended by the Edinburgh Agglomeration Working Group in relation to round 2 of the Scottish Government noise mapping process.
- 1.2 Discharges the remit from the Transport and Environment Committee of 26 August 2014 to provide an update on the second round of noise mapping.

Background

- 2.1 Noise Action Planning is a Scottish Government led initiative and was developed to support the adoption of EC Directive 2002/49/EC. The Scottish Government transposed this Directive into legislation, the Environmental Noise (Scotland) Regulations 2006.
- 2.2 The Environmental Noise (Scotland) Regulations 2006 describe a two stage process to manage environmental noise. The first stage is to produce strategic Noise Maps, developed by consultants on behalf of the Scottish Government, and the second to produce and implement Noise Action Plans. The Action Plans aim to reduce noise levels where necessary in designated Noise Management Areas, and to preserve environmental noise quality in “Quiet Areas”.
- 2.3 To produce Noise Action Plans, the Scottish Government set up the Scottish Environmental Noise Steering Group. A Working Group specifically for the Edinburgh Noise Action Plan area, the Edinburgh Agglomeration Working Group (comprising the City of Edinburgh Local Authority area and Midlothian and East Lothian Local Authorities), has also been established, which reports to the national group. This Working Group consists of acoustic consultants employed by the Scottish Government, and officers from the Councils’ Noise Team, Planning Service and Transport Service.
- 2.4 The first Noise Action Plan was submitted to the Transport, Infrastructure and Environment Committee on 29 July 2008. A report update on the outcomes of round 1 noise mapping fieldwork was submitted to the Transport and Environment Committee on 26 August 2014, which approved the first round of identified Noise Management Areas, and Quiet Areas.

- 2.5 The methodology for the identification of Candidate Noise Management Areas (CNMAs) is based upon identifying areas of loud noise levels on the Strategic Noise Maps and, through fieldwork, combining these with areas of high population density and making an adjustment for the annoyance attributable to the noise source and level. The methodology for the identification of Candidate Quiet Areas (CQAs) is developed from guidance given by the Department for Environment, Food and Rural Affairs (DEFRA) and is based upon the identification of areas of low noise on the Strategic Maps and combining this with a minimum area covered. These potential areas are then subject to fieldwork and assessment and those meeting the set criteria are presented to committee for approval as designated NMAs and QAs.
- 2.6 The Scottish Government is required to update the noise maps every five years, and Local Authorities have been requested to participate in this process. Members of the Noise Team, Planning and Transport within Services for Communities, as part of their role within the Edinburgh Agglomeration Working Group, have reviewed the noise maps for round 2, which have a focus on roads with more than three million vehicle passages per year, and agglomerations with a population of more than 100,000.

Main report

Stage 1 – Strategic Noise Mapping

- 3.1 Strategic Noise Maps are based on an assessment of noise exposure in a given area, due to different noise sources and / or overall predictions for such an area. The maps are created by acoustic consultants on behalf of the Scottish Government using specialised noise prediction modelling software. The data required for the calculation of noise levels has been determined through consultation with various organisations including Transport Scotland, Scottish Environmental Protection Agency (SEPA), Network Rail, British Airports Authority and Local Authorities.
- 3.2 In the second round of noise mapping within the Edinburgh Noise Action Plan area, the Strategic Noise Maps identified 38 CNMAs, which met the criteria outlined in 2.5, and 12 CQAs, which met the technical guidance as set out by DEFRA. These areas are all contained within the City Of Edinburgh Council boundary.

Candidate Noise Management Areas (CNMAs)

- 3.3 The 38 CNMAs identified in Edinburgh have been further assessed by the Council's Noise Team as part of the Edinburgh Agglomeration Working Group. The scrutiny included field visits to each of the locations to assess the validity of data (noise levels, traffic counts, building positions etc.) used in the calculation that identified the candidate areas.

3.4 From this assessment, 18 of these candidate areas have been recommended for progression to full NMAs. The other CNMAs were discounted as the fieldwork identified that the modelled data provided in the Strategic Noise Maps did not reflect the measured data from the site visits. These areas will not be reconsidered in further rounds, unless future Strategic Noise Mapping modelling indicates this is necessary. The 38 CNMAs and those 18 which are recommended for progression are:

CNMA	Address	NMA
1	<i>Calder Gardens, Sighthill / Gorgie</i>	No
2	<i>A71 at Westfield Road, Fountainbridge / Craiglockhart</i>	No
3	<i>A70 at Moat Street, Fountainbridge / Craiglockhart</i>	Yes
4	<i>A71 at Gorgie Road near Robertson Avenue, Fountainbridge / Craiglockhart</i>	Yes
5	<i>A70 at Slateford Road, Fountainbridge / Craiglockhart</i>	Yes
6	<i>A71 at Gorgie Road near Newton Street, Sighthill / Gorgie</i>	No
7	<i>A702 at Comiston Road, Meadows / Morningside</i>	No
8	<i>A702 at Morningside Road, near Steel's Place, Meadows / Morningside</i>	Yes
9	<i>Woodburn Terrace and Canaan Lane, Meadows / Morningside</i>	No
10	<i>A8 at Roseburn Gardens, Roseburn Street, Corstorphine / Murrayfield</i>	Yes
11	<i>A70 at Orwell Place, West Park Place, Sighthill / Gorgie</i>	Yes
12	<i>Dundee Street, Fountainbridge / Craiglockhart</i>	No
13	<i>Grove Street, City Centre</i>	No
14	<i>Morrison Street, West Approach Road, City Centre</i>	No
15	<i>A702 at Semple Street, City Centre</i>	No
16	<i>A702 at Gilmore Place, Home Street, Lochrin Terrace, West Tollcross, City Centre</i>	Yes
17	<i>Lauriston Place at Glen Street, City Centre</i>	Yes
18	<i>East Fountainbridge, West Port at Lady Lawson Street, City Centre</i>	Yes
19	<i>Cockburn Street, High Street, City Centre</i>	No
20	<i>At West Nicolson Street, Southside / Newington</i>	Yes
21	<i>Drummond Street at Roxburgh Place, City Centre</i>	No
22	<i>West Preston Street at Blackwood Crescent, Southside / Newington</i>	No
23	<i>Deanhaugh Street, Raeburn Place, Inverleith</i>	Yes
24	<i>Rodney Street, at Heriot Hill Terrace, City Centre</i>	No
25	<i>Broughton Road at Dunedin Street, Leith Walk</i>	Yes
26	<i>Bonnington Road at Bonnington Road Lane, Leith Walk</i>	No
27	<i>Abbeyhill, Abbeymount, City Centre</i>	No

28	<i>Easter Road at London Road, City Centre</i>	Yes
29	<i>Brunswick Road, Easter Road, Leith Walk</i>	Yes
30	<i>Meadowbank, London Road, Portobello Road, Craigentenny / Duddingston</i>	No
31	<i>Lower Granton Road, Trinity Road, Forth</i>	No
32	<i>A902 at Ferry Road, Forth</i>	Yes
33	<i>Lindsay Road at Portland Street, Leith</i>	Yes
34	<i>Ferry Road at Madeira Street, Leith Walk</i>	Yes
35	<i>Great Junction Street at Bangor Road, Leith</i>	Yes
36	<i>Commercial Street at Dock Street, Leith</i>	No
37	<i>Bernard Street at Timber Bush, Leith</i>	No
38	<i>Salamander Street at Elbe Street, Leith</i>	No

- 3.5 If approved, the Edinburgh Action Plan will be updated to include the NMAs. The Action Plan aims to reduce noise levels in these areas where possible, and to have NMAs taken into consideration in future planning, transport and any other related decisions.

Candidate Quiet Areas (CQAs)

- 3.6 There were 12 CQAs identified within the City of Edinburgh through the strategic noise mapping. These have also been assessed by Council's Noise Team on behalf of the Edinburgh Agglomeration Working Group and 10 CQAs have been recommended for progression to full Quiet Areas. Two areas did not meet the size requirement in terms of publicly accessible quiet space. The 12 CQAs and those 10 recommended for progression are:

CQA	Address	QA
1	Corstorphine Hill	No
2	Inverleith Park	Yes
3	Royal Botanic Gardens	Yes
4	Lochend Park	Yes
5	Arthur's Seat Volcano, Holyrood Park and Duddingston Loch	Yes
6	Jewel Park	Yes
7	Craiglockhart Dell	Yes
8	Easter Craiglockhart Hill	Yes
9	Hermitage of Braid / Blackford Hill	Yes
10	Mains Park	No
11	Galachlaw	Yes
12	Burdiehouse Burn Valley Park	Yes

- 3.7 If approved by Committee, these 10 CQA's will be submitted to the Scottish Government and any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive

requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. The Edinburgh Agglomeration Working Group, which includes planning and transport representatives, will work in conjunction with the Scottish Government to ensure that the action plan is considered in the context of any proposed impact in these areas.

- 3.8 The Edinburgh Agglomeration Working Group will continue to co-ordinate the Action Planning Process and work with the Scottish Environmental Noise Steering Group, and the Scottish Government in its delivery of the requirements of The Environmental Noise (Scotland) Regulations 2006. Within the City of Edinburgh Council area, objectives relating to the reduction of transport noise have been incorporated into the Local Transport Strategy 2014 – 2019. The Edinburgh Agglomeration Working Group is currently developing a prioritisation matrix to rank NMAs within their area.

Measures of success

- 4.1 Noise, Planning and Transport Services in Services for Communities have a more joined up approach and environmental noise is given greater consideration in relation to future planning and transport policy.

Financial impact

- 5.1 The report does not have any financial implications. However, once developed and if agreed, individual actions may result in costs that would have to be contained within existing budgets.

Risk, policy, compliance and governance impact

- 6.1 It is critical that relevant local authorities and other key partners are fully involved and committed to this process. This will ensure that benefits are delivered at a local level, that they are integrated with other measures which may be taking place in the area and support quality of life. The City Of Edinburgh Council risks significant reputational damage should it choose not to participate and would need to formally declare this to the Scottish Government.

Equalities impact

- 7.1 Noise Action Planning is a Scottish Government led initiative, developed to support the adoption of EC Directive 2002/49/EC. Local Authority involvement is to confirm desk-top studies of noise levels within their area. Therefore, the assessment of Equalities and Human Rights Impact lies with the Scottish Government. This report also proposes no change to current policies or

procedures, and as such a full impact assessment is not required. The contents have no relevance to the public sector Equality Duty of the Equality Act 2010.

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. Relevant Council sustainable development policies have also been taken into account.

Consultation and engagement

- 9.1 The Scottish Government carried out a public consultation in 2008 on the draft Edinburgh Action Plan. Internal consultation has taken place with Transport and Planning services, who participate as part of the Edinburgh Agglomeration Working Group. The Scottish Government carried out further public consultation in December 2013.

Background reading / external references

[Item 10 - Environmental Noise Action Plans - Transport, Infrastructure and Environment Committee 28 July 2008.](#)

[Item 7.2 - Environmental Noise Action Plan Report - Transport and Environment Committee 26 August 2014](#)

[Round 1 Noise Strategic Mapping](#)

John Bury

Acting Director of Services for Communities

Contact: Kirsty Morrison, Community Safety Strategic Manager

E-mail: Kirsty.morrison@edinburgh.gov.uk | Tel: 0131 529 7266

Links

Coalition pledges	P48 – Use green flag and other strategies to preserve our green space
Council outcomes:	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

Transport and Environment Committee

10:00 am, Tuesday, 2 June 2015

Impact of the Increases to Fixed Penalty Notice Amounts

Item number	7.13
Report number	
Executive/routine	Executive
Wards	All

Executive summary

On the 1 April 2014, the Scottish Government increased the prescribed amounts for litter and flytipping Fixed Penalty Notices (FPN's) from £50 to £80 for littering, and from £50 to £200 for flytipping. This report details the impact of these changes in Edinburgh as requested by the Transport and Environment Committee on 18 March 2014.

Links

Coalition pledges	P44
Council outcomes	CO17 CO19
Single Outcome Agreement	SOA4

Impact of the Increase to Fixed Penalty Notice Amounts

Recommendations

It is recommended that Committee:

- 1.1 Note the content of this report;
- 1.2 Discharges the remit from the 18 March 2014 Committee to report back on the impact of the Fixed Penalty Notice (FPN) changes in terms of revenue and payment rates; and
- 1.3 Agrees to receive a further report in 6 months regarding discussions with the Procurator Fiscal and the enforcement of fixed penalty notices.

Background

- 2.1 Following research published in 2013 by Zero Waste Scotland, enforcement was highlighted as an effective tool in deterring offending around all environmental crime, including littering and flytipping.
- 2.2 The Scottish Government conducted the National Litter Consultation over the summer of 2013, which aimed to consider the best ways of reducing littering and flytipping, while also boosting recycling in Scotland.
- 2.3 Responses to the National Litter Consultation demonstrated that over two thirds of respondents were in favour of increasing the amounts of FPN's for flytipping and littering.
- 2.4 The Scottish Government has now published its first National Litter Strategy; "Towards a Litter free Scotland – A Strategic Approach to Local High Quality Environments". The strategy aims to address litter and flytipping through a range of measures, including the recent changes to the prescribed FPN amounts for litter and flytipping. The FPN changes were implemented on the 1 April 2014, when the pending amount for littering increased from £50 to £80, and the FPN for flytipping increased from £50 to £200.

Main report

Impact of FPN Increases

3.1 The table below details the impact of the FPN increase in Edinburgh.

Impact of FPN increases in Edinburgh			S33 Flytipping		S87 Littering	Total
			Domestic	Trade		
2012/13	34	FPN's	388	844	1575	2807
		Paid	183	633	979	1795
		% Paid	47.2%	75.0%	62.2%	61.4% Average
		Revenue	£9,150	£31,650	£48,950	£89,750
2013/14	44	FPN's	760	1227	1839	3826
		Paid	405	884	1210	2499
		% Paid	53.3%	72.0%	65.8%	63.7% Average
		Revenue	£20,250	£44,200	£60,500	£124,950
2014/15	33.5	FPN's	500	861	629	1990
		Paid	177	505	424	1106
		% Paid	35.4%	58.7%	67.4%	53.8% Average
		Revenue	£35,400	£101,000	£33,920	£170,320

3.2 Since the introduction of the increased FPN rates in 2014/15 there has been a reduction of just under 10% in payment of FPNs compared with 2013/14 figures.

3.3 In the same period revenue from these penalties has increased by £45,370, 36.3%.

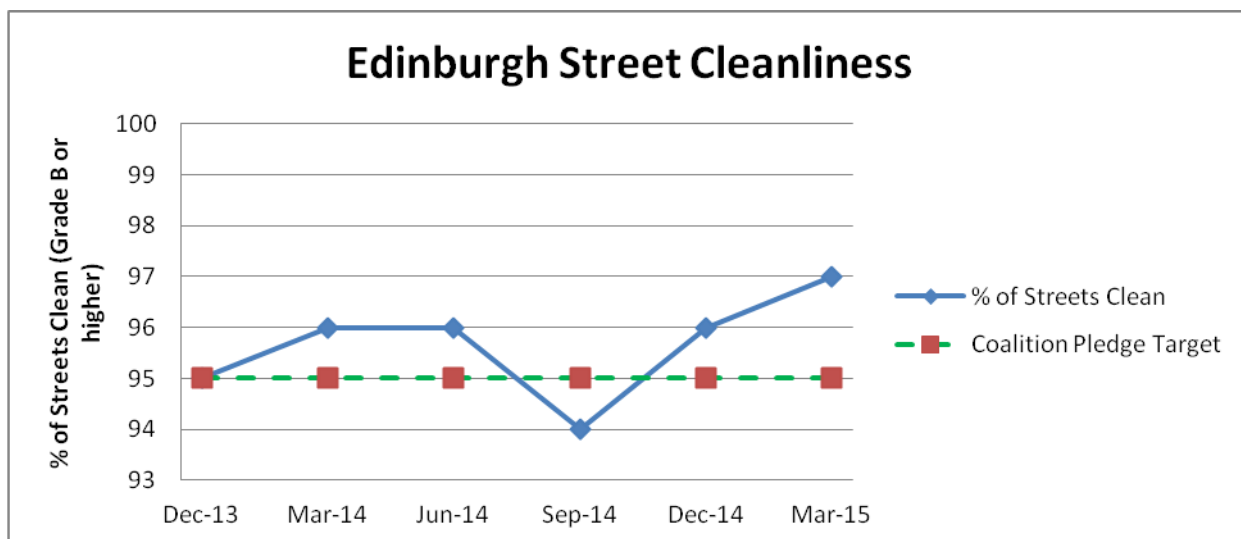
3.4 The number of FPNs issued in 2014/15 has reduced to 1990. There are a number of factors contributing to this:

- the end of the Edinburgh Wardens temporary project, this additional team of wardens accounted for a total of 1474 FPN's issued between July 2013 and August 2014;
- a wide range of priorities for environmental wardens; and
- an increased requirement for reports to be submitted to the Procurator Fiscal as a result of the drop in payments made.

A recent priority for Environmental Wardens has included the expansion of the Trade Waste project across the city. This project is led by the Council's Environment Division and is driven by a recent change to the Environmental

Protection Act 1990 which gives local authorities powers through service of statutory notice to control the placement of commercial waste containers for emptying, including specifying the time when they must be placed and removed. The Neighbourhood Environmental Teams are taking an enforcement role as the project is rolled out in phases across the city.

Edinburgh Street Cleanliness



3.5 The percentage of Edinburgh’s streets recorded as B grade or higher has risen since the introduction of the increased FPN amounts. While it is not possible to directly relate this improvement to the charges in FPNs, trends will continue to be monitored.

Procurator Fiscal

3.6 The Council is currently in dialogue with the Procurator Fiscal discussing ways in which processes can be streamlined to ensure that robust action will be taken against those who are issued with a FPN.

Conclusion

- 3.7 The increase in FPN amounts introduced by the Scottish Government on 1 April 2014 can be linked to the following impacts in Edinburgh during 2014/15;
- i. A negligible change in littering FPN payment rates (1.6%), most likely due to the relatively small increase from £50 to £80;
 - ii. A significant decrease in flytipping payment rates of 15.6% (17.9% for Domestic and 13.3% Trade), potentially due to the large (300%) increase in FPN amount from £50 to £200; and
 - iii. An overall increase in revenue of £45,370, which is largely due to the increase in flytipping FPN amount.

Measures of success

- 4.1 An increase in CIMS scores recorded, reflecting cleaner streets in Edinburgh.
- 4.2 A reduction in littering complaints recorded.
- 4.3 A reduction in flytipping complaints recorded.
- 4.4 The changes in FPN amounts were published by the Scottish Government on 17 January 2014. The changes required for the implementation included:
 - a. briefing and training all staff;
 - b. sourcing and updating the affected FPN books; and
 - c. updating our electronic recording systems.

The required changes were implemented in full and were in place ready for enforcement to commence as scheduled on 1 April 2014.

Financial impact

- 5.1 The increase in FPN amounts has resulted in an increase in revenue received from FPN's in Edinburgh of £45,370 for the financial year 2014/15.

Risk, policy, compliance and governance impact

- 6.1 The contents of this report cover the impact of national changes to legislation by the Scottish Government. The changes do not have any impact on risk, policy, compliance or governance in Edinburgh.

Equalities impact

- 7.1 A full ERIA was carried out by the Scottish Government as part of the National Litter Strategy, and is attached as Appendix 1.

Sustainability impact

- 8.1 The change in FPN amounts by the Scottish Government is intended to increase sustainability by reducing littering and flytipping offences. This will increase Sustainability and recycling in conjunction with the other aspects of the National Litter Strategy, in Edinburgh and nationally across Scotland.

Consultation and engagement

- 9.1 The Scottish Government carried out the National Litter Consultation to engage with stakeholders and members of the public, using feedback to form the

National Litter Strategy for Scotland. Both documents are listed below under background/external references.

Background reading/external references

[Increase in Littering and Flytipping Fixed Penalty Notice Amounts – Item 7.11 March Transport and Environment Committee](#)

[Towards a litter free Scotland: A strategic approach to high quality local environments](#)

[The Scottish Government’s Litter and Flytipping Strategy: Analysis of Responses to the Public Consultation](#)

[Item 7.14, Trade Waste – Pilot Evaluation and Policy Recommendations Transport and Environment Committee](#)

John Bury

Acting Director of Services for Communities

Contact: Susan Mooney, Head of Community Safety and Libraries

E-mail: susan.mooney@edinburgh.gov.uk | Tel: 0131 529 5787

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive.
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are clean and free of litter and graffiti CO19 – Attractive Places and Well Maintained – Edinburgh remains and attractive city through development of high quality buildings and spaces and the delivery of high standards
Single Outcome Agreement	SOA4 – Edinburgh’s communities are safer and have improved physical and social fabric

Transport and Environment Committee

10am, Tuesday, 2 June 2015

Landfill and Recycling

Item number	7.14
Report number	
Executive/routine	
Wards	All

Executive summary

This report updates the Committee on performance in reducing the amount of waste sent to landfill or sent for recycling in 2014/15. An overview of future potential trends in waste collection and disposal, including financial costs is provided. A summary of the type and volume of complaints relating to waste collection is also detailed.

Total waste arisings in 2014/15 were 1.2% higher than 2013/14, at 220,715 tonnes. This is a reversal of the trend of falling waste arising experienced over the last six years.

Whilst overall waste arisings were higher in 2014/15, waste that was not able to be recycled remained broadly static compared to 2013/14, and the tonnage of waste that was recycled increased by 3%. The overall citywide average recycling rate for 2014/15 was 39.1%.

Links

Coalition pledges	P44, P49, P50
Council outcomes	CO17, CO18, CO19
Single Outcome Agreement	SO4

Landfill and Recycling

Recommendations

It is recommended that Committee:

- 1.1 notes the adjustment of the 2013/14 city recycling rate outlined section 3.1 of this report; and
- 1.2 notes the contents of this 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 Council's commitment towards increasing recycling levels across the city and reducing the proportion of waste going to landfill. This includes targets to reduce annual landfill tonnage to 118,000 tonnes 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 in September 2014 in a five phase roll out.

Complaints

- 2.4 At the meeting of the Transport and Environment Committee on 27 August 2013, members requested that the performance reports also include updates on complaints made about waste services.
- 2.5 There are 237,000 dwellings in Edinburgh which receive multiple refuse and recycling collections. On average there are approximately 90,000 collections a day and 480,000 collections a week. Current complaints targets are based on the number of collections carried out, but are not adjusted for seasonal variation.
- 2.6 The figures also include complaints that may be made in error, for example where a resident has not presented their bin and misses the collection, and then contacts the Council to report a missed collection.

Adjustment to 2013/14 citywide recycling rate

- 3.1 A disposal contract to extract recyclables from the waste deposited in landfill skips at community recycling centres commenced in November 2013. A detailed composition analysis of the waste was undertaken in August 2014, and the amount of recyclate in the waste stream was found to be significantly less than the tonnages established at contract commencement. To maintain robustness and accuracy in the recording of this waste stream, tonnage records were evaluated against the waste composition. Following this review, it was determined that an adjustment was required to the reported 2013/14 recycling tonnages. This adjustment reduced the 2013/14 annual citywide recycling rate from 39.3% reported to the Transport and environment Committee in June 2014 committee, to 38.4%.

Waste Arisings

- 3.2 Prior to 2014/15, the tonnage of total waste had 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. Waste arisings, however, increased by 1.2%. This was 7,022 tonnes more than anticipated prior to the start of financial year 2014/15. However, the tonnage of residual waste that was not able to be recycled has remained broadly static. It should be noted that total waste arisings include both domestic and trade customers (external commercial and The City of Edinburgh Council premises), with trade waste estimated to account for approximately 6% of annual arisings.

Year	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 (predicted)	2014/15 (actual)
Tonnage total waste (waste arisings)	242,220	235,162	231,723	228,883	221,084	218,132	213,693	220,715
% change		-2.9%	-1.5%	-1.2%	-3.4%	-1.3%	-2.0%	1.2%

Table 1: Waste arisings 2008 onwards

Trends in Waste Arisings and demand for the service

- 3.3 Although it is difficult to identify the specific reasons for the increase in overall waste being collected, a number of factors may be contributing to this, including the economic recovery, and increases in the number of new houses built within the city. On average, each new individual dwelling house built within the city not only means that more waste is produced but, that given the current refuse collection services, five separate waste collection streams are required to be provided to the householder (landfill, food, garden, dry mixed recyclate and glass).
- 3.4 Household projection figures published by the National Records of Scotland (NRS) forecast that by 2037, there may be approximately 88,000 more

households in the city than there were in 2012 (figure 1). Over the 25 year period projected, this equates to an average increase of 3,500 households each year.

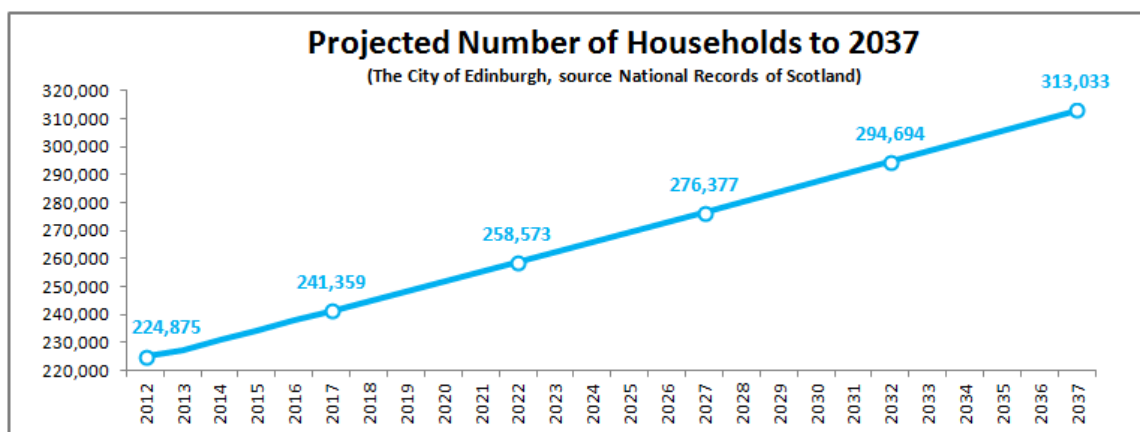


Figure 1 – National Records of Scotland Household projections (source National Records of Scotland, City of Edinburgh Council Area - Demographic Factsheet, last updated 18/12/2014).

3.5 Based on the domestic waste arisings observed in 2014/15, it can be estimated that each household in Edinburgh generates, on average, 0.9 tonnes of waste each year. Assuming that this pattern continues, based on the NRS household projections, some 73,500 tonnes more domestic waste may be produced by 2037 than is collected and disposed of today, an increase of approximately 2,900 tonnes per year. On average, a full refuse collection vehicle contains 10 tonnes of waste so, in simple terms, this equates to an additional 290 truck loads of waste being collected and disposed of each year (figure 2).

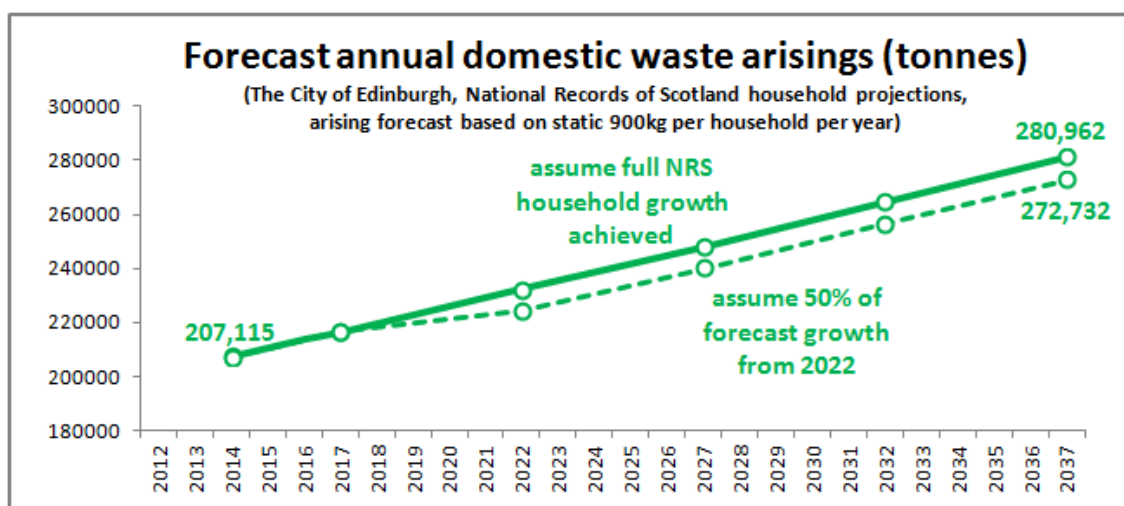


Figure 2 – Estimation of future waste arisings 2014-2035 (based on 900kg per household)

3.6 The Housing Land Audit assesses the supply of housing land in Edinburgh, and estimates future completions over a 7 year period. As a comparison to the NRS projections, the current housing audit details 10,371 new households as being planned over the next five years. This equates to an average growth rate of

2,074 households per year which, based on the assumptions outlined in section 3.5, would give an estimated increase of waste arisings of 1,800 tonnes each year (source: annual Housing Land Audit as of March 2015).

- 3.7 As outlined in section 3.3, homeowners that live in individual dwellings are currently provided with five separate waste collections. For each new house built, there is a cost associated with both collecting this waste and disposing of it. Based on current collection and disposal costs, and on current waste recycling rates, it is estimated that for each additional 1,000 houses in the city, it costs approximately £100,800 per year to provide the current waste collection and disposal service.

Landfill

- 3.8 In 2014/15, 134,329 tonnes of waste could not be recycled. Of this, 127,578 tonnes was disposed of via landfill and 6,751 tonnes was diverted as Refuse Derived Fuel (RDF). Waste processed as RDF, whilst it is included in waste arising tonnages, is not counted as recycling or landfill. Whilst a reduction in landfill in 2014/15 was recorded, the tonnage of non-recyclable waste (residual waste) disposed of in 2014/15 was broadly similar to the tonnage in 2013/14, at around 133,531 tonnes, although overall waste arisings in 2014/15 were 1.2% greater than 2013/14.
- 3.9 The City of Edinburgh and Midlothian council are working together to deliver a sustainable solution for the disposal of non-recyclable residual waste which will see the eradication of disposal via landfill by 2018. More information can be found at www.zerowastefuture.com.

Citywide recycling rate

- 3.10 In 2014/15, 86,386 tonnes of waste was recycled, with an overall citywide recycling rate of 39.1%. This continues the improving trend in the citywide recycling rate as detailed in table 2.

Financial Year	Tonnes of waste recycled	Citywide recycling rate%	Increase
2014/15	86,386	39.1%	0.7%
2013/14	83,855	38.4%*	0.5%
2012/13	83,835	37.9%	2.4%
2011/12	81,214	35.5%	2.4%

* this is an adjustment the 2013/14 previously reported to this committee in June 2014, as outlined in section 3.1.

Table 2 – Recycling tonnages and rates 2011/12 to 2014/15

3.11 Waste trends for the period 2006 to 2014/15 are detailed in figure 3, which illustrates the positive trend experienced in the reduction of landfill, and increases in the tonnage of recycled waste collected and the resulting citywide recycling rate.

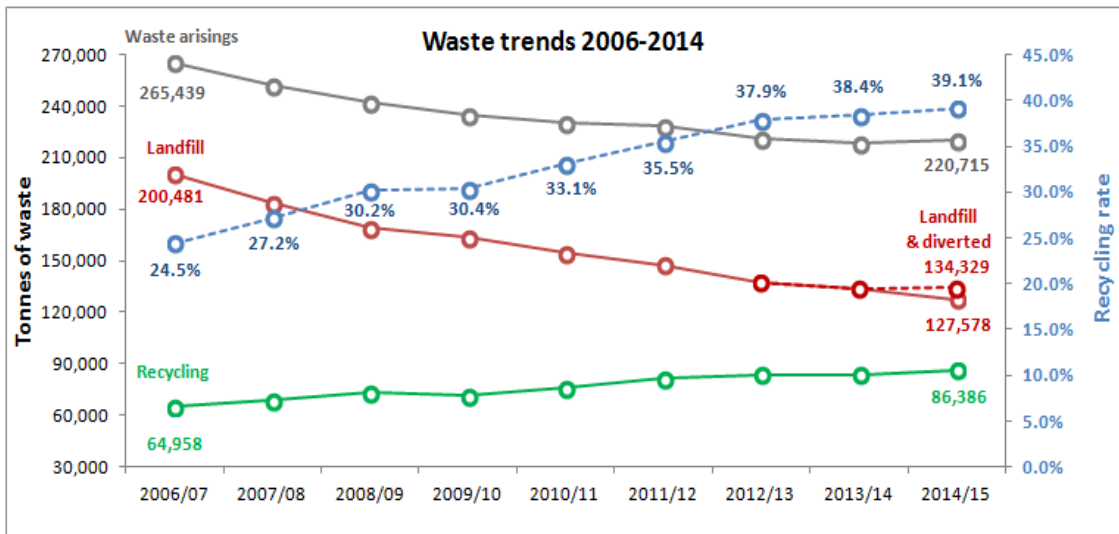


Figure 3 – Waste trends from 2006.

3.12 Waste that is recycled in Edinburgh comes from a number of different sources, as detailed in figure 4. Achieving the coalition pledge recycling rate of 50% is dependant on the tonnage of waste that is recycling via these streams increasing. Based on current performance, achievement of the 50% recycling rate will require 24,000 more tonnes of waste to be recycled than was achieved in 2014/15. Given the number of streams that make up the overall recycling tonnage, this means that recycling tonnages need to increase in more than one waste stream.

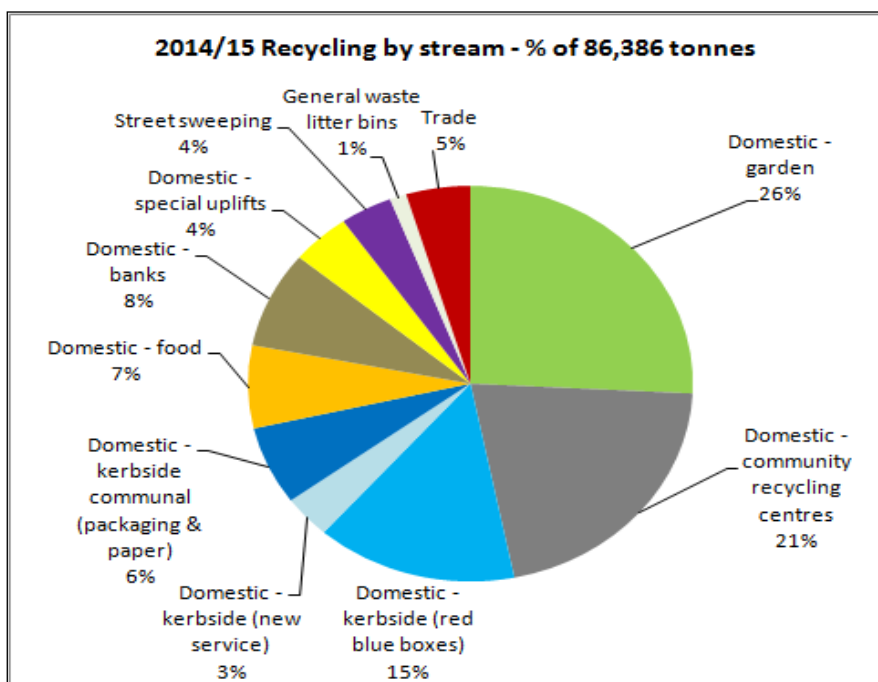


Figure 4 – components of recycling tonnage 2014/15

3.13 The number of households that are served by domestic recycling streams is outlined in table 3. This illustrates that, whilst an individual stream may show significant improvements (for example the new bin/box kerbside service), that to affect significant increases in recycling tonnage requires the engagement of all householders in the city.

Recycling stream	Approx. number of households covered (% of total citywide households)	Contribution to 2015/16 total recycling tonnage (figure 4)	Collection method
Domestic kerbside (flats) Dry mixed recyclate waste recycled at the kerbside (boxes) by flatted home owners	50,000 (21%) Red/blue boxes	15%	Some future provision to be provided by on-street communal
Domestic kerbside (individual households) dry mixed recyclate waste recycled at the kerbside by individual home owners	100,000 (42%) Red/blue boxes		to be phased out in 15/16
	40,000 (17%) New Bin/box service commenced Sept/ Nov 2014	3%	fully rolled out to 140,000 by end November 2015
Recycling stream	Approx. number of households covered (% of total citywide households)	Contribution to 2015/16 total recycling tonnage (figure 4)	Collection method
Domestic kerbside communal – (packaging and paper) Dry mixed recyclate waste recycled at on-street communal bins	90,000 (38%)	6%	Large capacity on-street packaging and paper bins
Domestic – food (individual)	148,000 (63%)	7%	Individual kerbside caddies
Domestic – food (communal)	89,000 (37%)		Large capacity on street bins
Domestic - recycling banks (e.g. at supermarket)	237,000 (100%)	8%	available to all
Domestic – special uplifts	237,000 (100%)	4%	available to all

Domestic - community recycling centres	237,000 (100%)	21%	available to all
Domestic – garden waste service	120,000 (51%)	26%	wheeled bins

Table 3 - Contribution of current domestic recycling waste streams to citywide recycling rate.

New kerbside bin/box recycling service

- 3.14 The first three 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 have been undertaken. Phase 1 commenced in September 2014/15, phase 2 in late November 2014 and phase 3 in late March 2015. This is a major change to recycling provision in the city, as the new bin/box service simplifies the recycling process for kerbside residents and increases the range of materials collected.
- 3.15 As can be seen in table 3, the new service contributed to 3% of the tonnage of recycling waste collected in 2014/15, though it should be noted that due to the commencement in three stages from September 2014, that this is not a full year effect. The full roll-out of the service is programmed to be completed in 2015. Phases 4 and 5 are programmed to be undertaken in June 2015 and October 2015 respectively, and it is anticipated that in financial year 2015/16 the new service will have a positive impact on the overall citywide recycling rate of approximately 3%.
- 3.16 As can be seen in Figure 5, residents have engaged positively with the new service, and participation has increased as householders have become more familiar with it. Recycling yields for the new service are 60% higher than when residents were using red and blue boxes, with recycling yields increasing from an average of 1.9kg/household/week to between 3.5 and 4.1kg/hh/wk in March 2015, following the introduction of the new service.

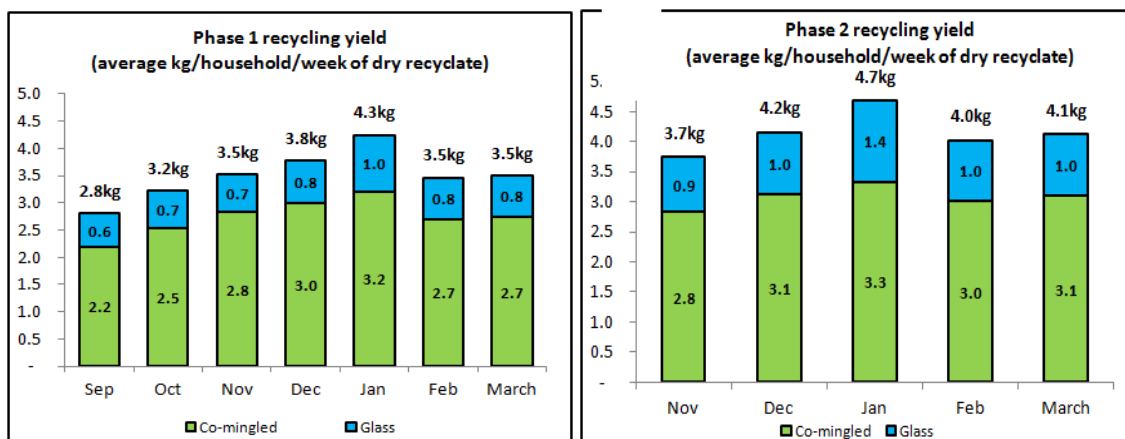


Figure 5 - average recycling yields Phase 1 and Phase 2 households

- 3.17 As part of the new kerbside recycling service, new 140 litre landfill wheeled bins have been introduced to households. This is having a positive effect on reducing

landfill, with landfill tonnages reducing by an average of 27% of their pre-service tonnage in March 2015 (figure 6).

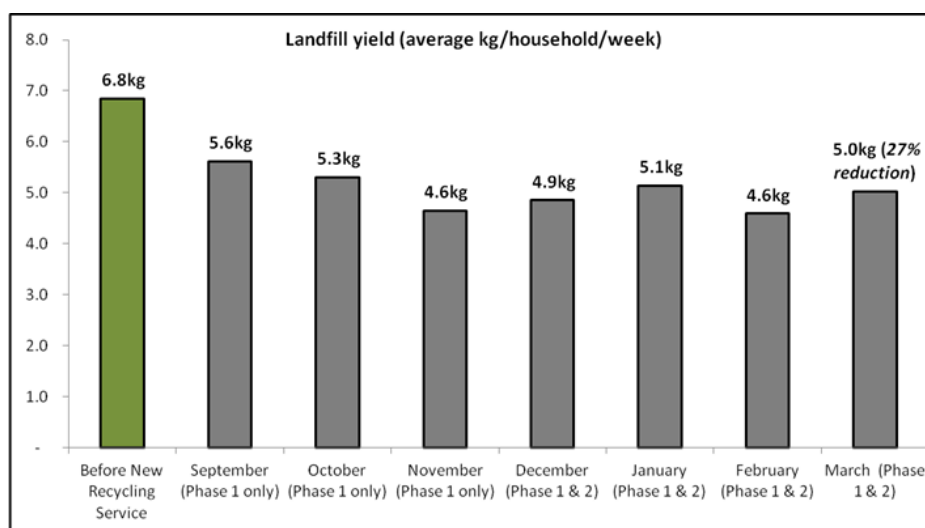


Figure 6 – Average landfill reduction, new recycling service routes

Domestic communal recycling

3.18 While provisions exist which allow people to recycle paper, mixed packaging and food using the on street communal bin system, Waste Services is looking to enhance this service to achieve:

- a better balance in the bin capacity provided for recycling versus landfill;
- combined paper and packaging collections in a single stream, to mirror that used in new service kerbside collection areas; and
- an increase in the number of points at which glass can be recycled on the kerbside.

3.19 Waste Services is currently operating two communal recycling pilots which address these aims. These are programmed to complete in the second quarter of 2015/16 and, once evaluated, it is hoped that this approach can be rolled out across this city. Further information on the pilots can be found on the Council [website](#).

Volatility of recyclate market

3.20 The market for recyclables has been particularly volatile over the last 18 months, and Councils face significant risk given that they are required to collect and dispose of the material. As a result, it is the Council that is primarily impacted when the market shifts. The value of material is linked to costs of virgin materials and global economic growth. In a local context, whilst car users enjoy lower fuel prices at the pump, the low price of oil has decreased the value of collected plastics. Similarly, the paper industry is in steady decline with circulation of newspapers reducing in favour of electronic media. Coupled with recent UK paper mills closures, this has reduced the value of collected paper. It

is anticipated that the current depressed state of the market will endure for 2015 and potentially extend into 2016.

- 3.21 Trade in recycled materials is a global economy, and the UK will always require to export some of the collected material as sufficient recycling capacity does not, and is not likely to exist in the UK. China is a large market for export of materials, given its record of growth. The pressures and volatility in the market can be partly linked to China's Gross Domestic Product (GDP) decreasing from 10% to 7% over the last 5 years and the resultant decrease in demand from China for recycled materials.
- 3.22 It has to be emphasised that this is a key area of risk to the Council. The Council is obligated to provide collections of recyclable materials but cannot influence the availability of the market and the global trading price of materials. When the market is depressed, as it currently is, the impact upon the Council is that the revenue from collected materials suffers. One of the most recent examples was the closure of one of the three remaining papermills in the UK, Aylesford. The closure of the mill in February 2015 led to more paper being immediately available within the recycling market and the value of paper collected through recycling collections reduced from around £50 per tonne to around £30 per tonne. This impact was relatively short lived, and paper prices have started to recover, but this does highlight the risk to the Council from changes within the market.
- 3.23 It is anticipated that the EU's Circular Economy Package proposals, expected to be published in the summer of this year, will include enhanced producer responsibility provisions. The desire to move towards a circular economy recognises that waste volumes have grown significantly since the industrial revolution and has encouraged a culture of consume and dispose of products. The circular economy is based around a recognition that waste is a resource and resources require to be managed more efficiently through the promotion of a culture of reusing, repairing, refurbishing and recycling products rather than disposal and manufacture of a replacement.
- 3.24 Enhanced producer responsibility would mean that the producers of the waste (retailers and manufacturers) would be liable for an element of the cost in managing the waste. The extent of any proposals is yet to be outlined, and there is a risk they may not come to fruition. If however these provisions are put into effect it is reasonable to assume that they may mirror similar provisions that were introduced for waste electrical and electronic equipment. Every retailer of this equipment (ranging from an electric toothbrush to a washing machine) has to contribute towards the cost of disposing of the waste. For the Council, the way in which this works is that this material is collected at our Community Recycling Centres but is uplifted and disposed of at no cost to the Council. The producers bear those costs.

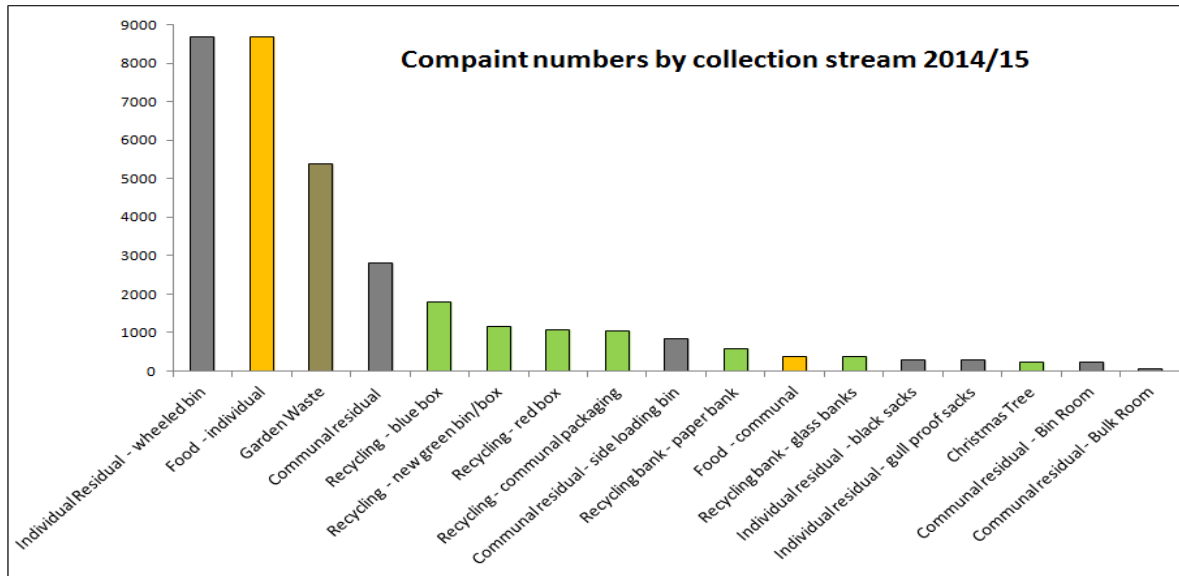


Figure 8 – 2014/15 complaint numbers by collection stream

- 3.29 With 14 landfill wheeled bin routes operating each weekday undertaking an alternative weekly collection, there are approximately 3.6 million collections carried out annually. This equates to a complaint occurring in 0.24% of landfill wheeled bin collections.
- 3.30 With 10 individual food waste routes running each weekday undertaking a weekly collection, there are approximately 7.6 million collections each year. This equates to a complaint occurring in 0.11% of collections.
- 3.31 All complaints are recorded on Confirm, an asset and enquiry management system. Householders are able to raise a complaint via the telephone with the customer contact centre or customer care team, and are also able to notify Waste Services of a missed bin via the external website.
- 3.32 Currently, Waste Services does not differentiate between types of complaints e.g. between complaints from addresses that are known to have been missed for operational reasons, and complaints where a bin has been missed in error. If, for example, collections have been delayed due to a vehicle breakdown, but alternative arrangements have been put in place to complete the route early the next morning, customers are currently able to log a complaint via the website and it will be recorded. Similarly if a customer has not presented their bin at the correct time and missed the collection, they are able to record this as a missed bin complaint and request that this is collected.
- 3.33 Given the way in which complaints are currently recorded, it is difficult to differentiate between these types of complaints and incidents where the bin has been missed in error by the crews. Complaint recording is being looked at, to allow the service to focus reporting and analysis on where bins have been missed in error. Proposals to implement revised reporting in 2015/16 are currently being developed.

Measures of success

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

Financial impact

- 5.1 Although the tonnage of waste landfilled is forecast to exceed the budget target, the end of year landfill tonnage has reduced by 4.4% compared to 2013/14 performance.
- 5.2 Officers are working to implement budget management measures to offset and mitigate any overspend.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 The Council is meeting its public sector duty to advance equal opportunity for residents to recycle by using a range of communications methods. Written information is available through leaflets and electronic media. Road shows and door knocking visits provide face to face contact with residents and visits from recycling advisers are available on request. All material can be translated on request. Consultation was carried out via demographically representative focus groups and via on line and written questionnaires to ensure that a full and representative range of views were obtained. Assistance with the presentation of recycling and waste containers is available for those who require it to ensure everyone has access to these services. The above has ensured that information is available for all within the equality and rights framework.

Sustainability impact

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

Consultation and engagement

- 9.1 Engagement and communications work is ongoing for the new kerbside recycling service. The Community Engagement team within Waste Services has supported three phases of implementing the new service to 60,000 households, and is focussing on the fourth phase in June 2015 to a further 40,000 households. Support has included comprehensive targeted communications for residents, briefings for key stakeholders and community groups, events, and door to door engagement.
- 9.2 Communications on the new recycling service have been well received by residents. A survey of Phase 2 residents, undertaken in January 2015, found that 84% agreed or strongly agreed that the information they received about the new service was easy to understand. Further, 89% agreed or strongly agreed that they were given all the information they needed about the new service.
- 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 which commenced 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

Contact: Andy Williams, Service Support Unit Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

Links

Coalition pledges	P44 – Prioritise keeping our streets clean and attractive P49 – Continue to increase recycling levels across the city and reducing the proportion of waste going to landfill P50 – Meet greenhouse gas targets, including national target of 42% by 2020
Council outcomes	CO17 – Clean – Edinburgh’s streets and open spaces are free of litter and graffiti CO18 – Green – We reduce the local environmental impact of our consumption and production CO19 – Attractive Places and Well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	N/A

Transport and Environment Committee

10am, Tuesday, 2 June 2015

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

Item number	7.15
Report number	
Executive/routine	
Wards	All

Executive summary

At its meeting on 26 August 2014, the Transport and Environment Committee agreed representation should be made to Scottish Water to seek reassurances that all appropriate measures would be pursued to mitigate and minimise the potential impact of odour, with a specific focus on storm tank cleaning operations, from the Seafield Waste Water Treatment Works (WWTW) to the surrounding local community.

Committee instructed Council officers to explore with Scottish Water which of the remaining potential odour improvement measures (options B to E) contained in the Scottish Water Odour Improvement Plan (OIP), implemented in 2011, continue to be relevant, and if not already implemented, could be employed to further reduce odour emissions.

A letter was sent to Scottish Water on 13 October 2014 which acknowledged Phase 1 of the OIP had been fully implemented and requested further key information. This letter and the Scottish Water response are presented in this report. Committee also requested further research into a number of key actions which required dialogue with Scottish Water and other Council Service Teams and an update is provided on progress for these actions.

Links

Coalition pledges

Council outcomes

Single Outcome Agreement [SO4](#)

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

Recommendations

It is recommended that Transport and Environment Committee:

- 1.1 notes that the Council's odour monitoring and assessment programme shows that while the sewerage nuisance and major incidents affecting local residents have reduced substantially since 2012, there has been no significant further reduction since 2013 and it is recognised that local residents continue to complain about odour nuisance;
- 1.2 notes that the findings of the Council's odour monitoring and assessment programme from 1 March 2012 to 31 October 2014 show Scottish Water continue to remain compliant with the Code of Practice (CoP) and the implementation of the Scottish Water OIP;
- 1.3 instructs officers to continue, for one further year, the odour monitoring and assessment programme. This includes responding to complaints of sewerage nuisance and carrying out monitoring when activities which pose an odour release risk are due to be implemented within the WWTW;
- 1.4 notes the recent improvements which have become operational as set out in section 3.15 and requests that an evaluation report be provided in one year detailing the findings of the continued monitoring and assessment programme, including the outcome of any investigations into any major odour incidents;
- 1.5 notes Scottish Water has advised the Council that although the Seafield WWTW storm tanks have the potential to be a significant source of odour, Scottish Water has specifically focussed both managerial and investment effort on these tanks, and see these efforts as a primary route to minimising the risk of odour release;
- 1.6 requests that Scottish Water continue to give ongoing consideration to what additional enhancements and operational improvements might be provided to further enhance odour risk mitigation;
- 1.7 notes the response from Scottish Water on the relevance and possible implementation of the remaining potential odour improvement measures (options B to E) contained in the Scottish Water OIP;

- 1.8 recognises that the City of Edinburgh Council's experience of application, and interpretation, of the Sewerage Nuisance (CoP) (Scotland) Order 2006 is concurrent with six other Scottish Local Authorities;
- 1.9 notes that advice provided internally by Legal Services on an interpretation of what represents a "material breach" of the CoP is in line with the officer interpretation previously presented to stakeholders; and
- 1.10 notes the information provided by the Council's Planning Enforcement Team on Planning conditions and consents relating to boundary odour monitoring at the WWTW.

Background

- 2.1 The Sewerage Nuisance (Code of Practice) (CoP) (Scotland) Order 2006 placed a duty on Scottish Water to develop an Odour Improvement Plan (OIP) to minimise sewerage odour emissions detectable out with the boundary of Seafield Waste Water Treatment Works (WWTW). The CoP also placed a duty on the Council to monitor and assess the effectiveness of Scottish Water's Seafield OIP.
- 2.2 The Water Services etc (Scotland) Act 2005 placed a duty on the Council to monitor compliance with the CoP and to investigate complaints of sewerage nuisance.
- 2.3 As previously reported, the Council's monitoring programme to assess the OIP commenced on 1 June 2011, following implementation of the OIP in May 2011.
- 2.4 Following meetings held on 21 July 2014 and 5 August 2014 between representatives of Leith Links Residents Association (LLRA), local elected members, Professor Robert Jackson (a consultant acting on behalf of LLRA) and Council officers, a series of actions were agreed as follows:
 - the Council should seek further reassurances from Scottish Water that all appropriate measures be pursued to mitigate and minimise odour release due to storm tank cleaning;
 - Council officers should engage in further dialogue with Scottish Water on future plans for odour minimisation from the storm tanks;
 - the Council is to formally advise Scottish Water that Abatement Measure A, as set out in the Scottish Water and Stirling Water OIP, has been fully implemented;
 - to explore with Scottish Water which of the remaining odour improvement measures (options B to E) outlined in the OIP continue to be relevant and could still be employed to further reduce odour emissions;

- Council officers contact all other Scottish Local Authorities requesting information on their experience of odour nuisance from WWTWs in their areas;
- a report be provided on a legal interpretation of a “material breach” of the CoP;
- a report be provided containing information on planning conditions attached to planning consents relating to boundary odour monitoring; and
- data be provided on any exceedances of 10 parts per billion of hydrogen sulphide measured at the site boundary over the past 5 years.

These actions were endorsed by Transport and Environment Committee on 26 August 2014.

- 2.5 This report provides an update on the findings of the Council’s odour monitoring and assessment programme from 1 March 2012 to 31 October 2014, and the progress on the actions officials were asked to take forward by Transport and Environment Committee and key stakeholders.

Main report

Monitoring and assessment programme

- 3.1 The Council’s monitoring and assessment programme for Scottish Water’s Seafeld WWTW OIP commenced on 1 June 2011. Progress reports were presented to Committee on 29 November 2011, 18 June 2012, 13 September 2012 and 23 November 2012.
- 3.2 Table 1 below, provides the findings of the programme, set out as three full comparison periods, which can be used to assess the effectiveness of the OIP. This allows for a comparison of the warmer months of the year when residents are more likely to experience odour release.
- 3.3 The table shows a reduction in complaints received by the Council in 2013 and 2014, compared with the same period in 2012.
- 3.4 2012 was considered a problematic year for odour release with four major incidents (and an acceptance from Scottish Water that the management of the WWTW could be improved); therefore it is reasonable to use this as a baseline year.

Monitoring Period	1 March to 31 October 2012	1 March to 31 October 2013	1 March to 31 October 2014
Complaints received	182	82	81
No. of days where complaints were received	63	49	46
Complaint visits where staff detected odour	11	10	7
Days where 3+ complaints were received	16	6	8
Number of individual household complaining	60	33	35
Major Odour Incidents	4	0	1
Surveillance visits by staff to assess odours	452	124	93
Days when staff detected moderate or strong odour	14	4	6

Table 1 Seafield WWTW odour monitoring and assessment data

- 3.5 The table shows a reduction in complaints received by the Council in 2013 and 2014, compared with the same period in 2012.
- 3.6 2012 was considered a problematic year for odour release with four major incidents (and an acceptance from Scottish Water that the management of the WWTW could be improved); therefore it is reasonable to use this as a baseline year.
- 3.7 Council action ensured that Scottish Water and its WWTW operators, Veolia Water, made significant improvements to the operational management of the works commencing 2013.
- 3.8 The CoP requires Scottish Water to minimise sewerage nuisance, not to eliminate it. Using validated complaint and assessment data collected by the Council through the monitoring and assessment programme, the figures in Table 1 for 2013 and 2014 indicate that odour nuisance continues at a reduced level in line with the CoP. The seven complaints investigated in the monitoring period of 1 March to 31 October 2014, were linked to the Seafield Waste Water Treatment Plant and odour was noted in the community. Two of the witnessed complaints related to one storm tank cleaning incident (previously reported), where a change of wind direction occurred while cleaning operations were underway.

- 3.9 There have been no further major odour incidents witnessed by Council monitoring staff since the last report to Committee. Four odour complaints were received by the Council's contact centre on 13 February 2015 between 16.52 and 17.23 and in line with the monitoring and assessment programme procedures, a visit to the locus of the complaints was carried out, followed by an inspection of the works. No odour was detected in the local community and the inspection of the works did not reveal any specific odour source.
- 3.10 A further four complaints were received the following day relating to a time period between 11.00am and noon with similar findings following a visit to the locus and a further works inspection. In both cases, discussions with the works operator revealed that on both days, there were no maintenance or breakdown issues that could have contributed to any odour release.
- 3.11 As the Council's monitoring and assessment programme has proved a useful tool in assisting the Council to determine whether Scottish Water is currently meeting their odour minimisation responsibilities as described in the CoP, it is recommended that the programme is continued on a risk assessed basis. This continues to allow for proactive assessment visits to be carried out at times when the local community are likely to be most at risk from odour release, such as during planned maintenance activities or periods of warm weather.

Odour nuisance and mitigation

- 3.12 At its meeting on 26 August 2014, Transport and Environment Committee agreed that representations should be made to Scottish Water to seek reassurance that all appropriate measures would be pursued to mitigate and minimise the impact of odour generated by storm tank cleaning in the local community.
- 3.13 Committee also instructed officers to explore with Scottish Water which of the remaining potential odour improvement measures (options B to E) contained in the Scottish Water OIP, implemented in 2011, continue to be relevant and if not already implemented, could be employed to reduce further odour emissions. These requests are set out in a letter from the Council (Appendix 1) on 13 October 2014.
- 3.14 Scottish Water has in its response, provided information on the outcome of the discussions with Council officers regarding the relevance of options B to E as contained within the 2008 OIP. Scottish Water response is attached at Appendix 2 and concludes that options B and C have been delivered, where the actions impacted on higher risk odour risk and the remaining options would bring little benefit in further reducing odour risk.

Recent Improvements

- 3.15 Since the last report to committee, a number of further improvements have become operational within WWTW. These include:

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

- The Thermal Hydrolysis sludge treatment project which was commissioned in early 2015 which will lower odour potential in the final sludge product;
- Specific operational and investment focus on storm tanks (approximately £220,000) which allows a sequential filling of the tanks during storm flow. Scottish Water has advised that the main benefit of this change is that storm water volumes can be controlled and managed more effectively. The enhanced ability to fill, empty and clean tanks reduces the potentially exposed area of sludge during cleaning operations with a consequential reduction in odour risk;
- Changes in operational practice with Scottish Water and Veolia focussed on odour prevention by ensuring that all one-off or periodic activities are risk assessed for odour emission prior to work commencing. The majority of such work now takes place on a proactive rather than a reactive basis to minimise the potential emission of odour; and
- Frequent and open communication with the Council on planned activities allow targeting of monitoring and assessment visits. Regular meetings are held to review plant and odour performance and look ahead to planned maintenance tasks and management of any associated odour risk.

The impact of these improvements on odour performance will be monitored through the Odour Monitoring and Assessment Programme as outlined in paragraph 3.11.

- 3.16 Scottish Water has confirmed its ongoing commitment to work with the Council and other stakeholders on odour related issues. It has indicated that, in the absence of any incidence of mechanical breakdown or failure, its core focus is on ensuring operational vigilance supported by a regime by proactive maintenance.
- 3.17 Scottish Water has, however, highlighted that the OIP was developed over six years ago and the baseline performance and condition of the WWTW is now different to the situation which existed when the modelling was carried out to inform the odour improvement measures described within the 2008 OIP. Should it be determined that further abatement investment is required, then this would warrant a new set of studies to be undertaken from which any additional abatement measures would be evaluated.
- 3.18 Scottish Water representatives agreed at a Scottish Water Seafield Stakeholder meeting on 11 March 2015 to give ongoing consideration to what additional enhancements might be provided to further enhance odour risk mitigation during the cleaning of storm tanks. This work continues, with Scottish Water advising that improved operational practice is key to risk mitigation and that current focus has been to ensure that all appropriate odour mitigation measures are in place

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

ahead of the summer period. Dialogue with Scottish Water and Council officers is ongoing.

- 3.19 As advised to Stakeholders in March 2015, Scottish Water is currently reviewing their complaint process to try and improve on the manner of investigations and thus the quality of ensuing customer feedback. It has advised that one area under review is to better pinpoint the location of any reported odour so that it is not assumed that the cause is the wastewater treatment plant as it may be a network or other unrelated activity. A pilot is being trialled elsewhere in Scotland and when proven will be capable of application to Seafield later in the year.
- 3.20 Further, as part of a wider consideration of activities across the catchment which serves Seafield WWTW, the Council in partnership with Scottish Water, is funding an Integrated Catchment Study of the flood risks associated with sewers, culverts, watercourses and drainage areas. This study will identify strategic issues and inform co-ordinated solutions which meet environmental, regulatory and customer needs. In undertaking this work Scottish Water is acutely aware that any solutions or options which emanate from the study which influence flows being transported to and arriving at Seafield are understood and must not result in an increased risk of odour generation resulting either from the network or at the waste water treatment works itself. The first phase of the study will be completed in July 2015 and will initially be used to assess flood risk and associated mitigations.
- 3.21 Scottish Water is also pro-actively promoting a policy of wider engagement throughout the local community by a variety of means. Forthcoming activities arranged by Scottish Water to achieve this objective include an information event within a local supermarket, attending an upcoming meeting of the Leith Links/Central Community Council and, in conjunction with Veolia Water, hosting a series of visits to Seafield to delegates attending the World Water Congress which will be held in Edinburgh at the end of May 2015.

Legal

- 3.22 Committee further instructed officers to contact other Scottish Local Authorities requesting information on their experiences of dealing with odour nuisance from other Scottish WWTWs. Six Local Authorities responded to the Council's request which focused on interpretation of the CoP and specifically on the circumstances in which a Local Authority can serve an enforcement notice. It should be noted that all six responses concurred with this Council's interpretation of when an enforcement notice can be served.
- 3.23 On the instruction of Committee, the Council's Legal Service was requested to consider a legal interpretation of a "material breach" of the CoP. The advice provided was that an enforcement notice can only be served when there has been a material breach of the CoP. This advice further stated that a failure to

minimise odour may constitute a material breach, however, the mere existence of odour caused by a WWTW is not a material breach of the CoP as steps may have been taken to minimise this.

Planning

- 3.24 As a result of enquiries from elected members and LLRA representatives, Committee requested information relating to the planning conditions attached to relevant planning consents relating to odour monitoring at the boundary of the WWTW. The original waste water treatment plant at Seafield was developed under permitted development rights, in the mid 1970s, whereby planning permission was deemed to be granted at a national level for certain developments. In these circumstances there was no requirement for an application to be submitted to the Edinburgh District Council, as the local planning authority at that time, for planning permission. Therefore, no planning conditions could be attached to restrict or control the operations.
- 3.25 In 1998, Stirling Water submitted a planning application (A 02160 98) to the City of Edinburgh Council as local planning authority, to modify and improve works and build new process building and tanks at the site of Seafield WWTW. This application was subsequently approved by the Council in December 1998.
- 3.26 This planning permission was granted subject to a number of conditions, including 'EJ2' which required the developers to create a system for monitoring hydrogen sulphide and control the level of hydrogen sulphide at the site boundaries as a result of concerns in relation to odours emanating from the site.
- 3.27 The use of conditions has been subject to considerable scrutiny since the application was determined in 1998. The Government circular, The Use of Planning Conditions, 4/99, was published in 1999, and has influenced the approach of planning authorities in respect of the inclusion of conditions to planning permissions. Planning conditions continue to be subject to scrutiny and challenge, and in the last two years, the Planning Service has assessed its methodology to ensure that it is up to date and consistent with the legislation and any consequences of stated cases and relevant appeal decisions. On current assessment of condition EJ2, it is clear to the Planning Service that it fails to meet two of the six tests for planning conditions that are set out in the relevant government circular. These two tests relate to reasonableness and enforceability.
- 3.28 In assessing its reasonableness, regard must be had to the history of the site. There was no planning requirement for the 1998 permission to be implemented. Indeed the WWTW was capable, in planning terms, of continuing to operate lawfully without any controlling conditions. No change of use was proposed as part of permission A 02160 98, merely an extension to the existing, lawful use.

Therefore, the view of the Planning Service is that it was unreasonable to seek to impose more onerous controls on the site.

- 3.29 In terms of enforceability, and setting aside the test of reasonableness, it would be impossible to distinguish hydrogen sulphide particles generated through that development approved in 1998 from those generated through processes from within the original and non-conditioned plant. Accordingly the Council would not be in a position to state that the condition EJ2 was being breached as a consequence; there would be no prospect of securing any conviction in the courts or defending the service of a planning enforcement notice at appeal.

Measures of success

- 4.1 A decrease in the number of major odour emission events from Seafield and a reduction in complaints from the local community.
- 4.2 That implementation of the Scottish Water OIP, allied to improvements in operational management, results in minimisation of odour as required by the Sewerage Nuisance (CoP) (Scotland) Order 2006.

Financial impact

- 5.1 The cost of continuing to operate the current odour assessment and monitoring programme can be met from existing budgets.

Risk, policy, compliance and governance impact

- 6.1 Compliance with the Water Services etc. (Scotland) Act 2006 and the associated Sewerage Nuisance (CoP) (Scotland) Order 2006, and demonstration of compliance with the OIP.

Equalities impact

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

Sustainability impact

- 8.1 Scottish Water's OIP is intended to reduce odour output from Seafield WWTW to a level which will not constitute a sewerage nuisance, in accordance with the Sewerage Nuisance (CoP) (Scotland) Order 2006.

Consultation and engagement

- 9.1 Community representatives, local MSP's and the Council are members of the Seafield Stakeholder Liaison Group which meets periodically along with Scottish Water and Veolia Water to discuss the Council's role as regulator, actions proposed by Scottish Water and Veolia Water to minimise odour emissions and any other issues relating to the impact of the works on local community.

- 9.2 Meetings with elected members and LLRA representatives have taken place in July and August 2014, to agree a series of actions to progress the exploration of further potential mitigation measures.
- 9.3 At the Scottish Water Seafield Stakeholder Meeting on 11 March Scottish Water tabled an engagement paper outlining proposals to further develop the current stakeholder engagement model with a view to promoting wider communication and engagement around a range of issues, whilst continuing to recognise the importance of odour.

Background reading/external references

[Seafield WWTW – Monitoring of Scottish Water OIP – August 2014](#)

[Seafield WWTW – Monitoring of Scottish Water OIP – November 2012](#)

[Seafield WWTW – Monitoring of Scottish Water OIP – September 2012](#)

[Seafield WWTW – OIP Update – June 2012](#)

[Seafield WWTW – OIP Update – November 2011](#)

[Seafield WWTW – OIP Update – November 2010](#)

[Seafield WWTW – OIP Update – November 2009](#)

[Seafield WWTW – OIP Update – May 2008](#)

Seafield STW Odour Emissions Inventory – Final Report – November 2013

John Bury

Acting Director for Services for Communities

Contact: Natalie McKail, Environmental Health/Scientific Services, Registration, Bereavement and Local Community Planning Manager

E-mail: Natalie.mckail@edinburgh.gov.uk | Tel: 0131 529 7300

Contact: Colin Sibbald, Food, Health and Safety Manager

E-mail: Colin.sibbald@edinburgh.gov.uk | Tel: 0131 469 5924

Contact: Alan Moonie, Team Manager, Planning Service

E-mail: Alan.moonie@edinburgh.gov.uk | Tel: 0131 529 3909

Links

Coalition pledges

Council outcomes

Single Outcome Agreement

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

Appendices

Appendix 1 – Letter from the Council to Scottish Water (13 October 2014)

Appendix 2 – Letter from Scottish Water to the Council (15 December 2014)

Mr John Telfer
Head of PFI
Scottish Water
Fairmilehead Office
55 Buckstone Terrace
EDINBURGH
EH10 6XH

Date: Monday 13 October 2014

Dear John Telfer

Seafield Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan

The City of Edinburgh Council's Transport and Environment Committee, on 26 August 2014, considered a report entitled Seafield Waste Water Treatment Works (WWTW) - Monitoring of Scottish Water Odour Improvement Plan. The report noted that the Council's odour and monitoring programme indicates that sewerage nuisance and major odour incidents affecting local residents have reduced since 2012, and that, the Odour Improvement Plan (OIP) allied to the improvements in operational management of the works, is currently minimising odour nuisance. It was also recognised in the report that local residents continue to contact the Council to make complaints about odour nuisance.

The Committee, in approving this report, instructed Council officers to formally advise Scottish Water that the Council acknowledge that Scottish Water have now fully implemented Phase 1 of the Scottish Water and Stirling Water OIP, comprising Abatement Measure A. This consisted of a range of capital improvement measures including the provision of a new odour control unit, improvements to preliminary treatment and a range of agreed operational measures. The Committee also further instructed officers to explore with Scottish Water which of the remaining potential odour improvement measures contained in the further options B to E as outlined in the OIP continue to be relevant and could be employed to further reduce odour emissions from the WWTW.

The Committee noted the key findings of the independent Odour Emissions Inventory carried out by Mott MacDonald for Scottish Water at the Committee's request, in particular that the storm tanks are identified as having the potential to be a significant source of odour.

Natalie McKail | Environmental Health/Scientific Services, Registration, Bereavement and Local
Community Planning Manager | c/o City Chambers, Room 9.53, 253 High Street, EDINBURGH
EH1 1YJ | 0131 529 7300 | natalie.mckail@edinburgh.gov.uk



Therefore with regard to the storm tanks and specifically the cleaning operations associated with their use, officers are to engage in further dialogue with yourself and other colleagues at Scottish Water on your future plans for odour minimisation, with particular reference to engineering solutions, which could be put in place to mitigate odours from this process. Furthermore the Council seeks reassurance from Scottish Water that all appropriate measures will be pursued to minimise the impact of odour generated by storm tank cleaning in the local community.

Please do not hesitate to contact my office should you wish to discuss these matters further and I look forward to working with you on this.

Yours sincerely

Natalie McKail

Natalie McKail
Environmental Health/Scientific Services, Registration, Bereavement
and Local Community Planning Manager

15 December 2014



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Fairmilehead Office
55 Buckstone Terrace
Edinburgh
EH10 6XH

Customer Helpline
T: 0845 601 8855
W: www.scottishwater.co.uk

Natalie McKail
Environmental Health Manager
City of Edinburgh Council
c/o City Chambers
Room 9.53
253 High Street
EDINBURGH
EH1 1YJ

Dear Natalie

Seafeld WwTW – Monitoring of Scottish Water Improvement Plan

Thank you for your letter dated 13th October 2014. Following receipt of this letter my colleagues and I have given its contents careful consideration. As part of this process and, as requested, we have also met with your colleagues to discuss these issues prior to formalising our response.

At the outset I should state that notwithstanding our ongoing commitment to work with all our stakeholders in respect of odour related issues neither Scottish Water nor Stirling Water are currently in breach of their statutory obligations in respect of odour emissions and that no nuisance currently exists. As such, nothing contained within this letter should be construed or interpreted as an admission, implied or otherwise, that any such statutory breach has taken place requiring rectification.

Following the implementation of the major odour capital improvement works in 2011 our view is that in the absence of any incidence of mechanical breakdown or failure, the core focus is on ensuring operational vigilance is maintained throughout the works backed up by a regime of proactive maintenance. This point forms a central plank of our regular discussions with both Stirling Water and their operator, Veolia.

Within the context of these points we would respond to your specific points as set out below.

It is noted that the Transport and Environment Committee acknowledges that the capital and operational improvements comprising Abatement Measure A of the 2008 Odour Improvement Plan (OIP) have been fully implemented, re-endorsing the documentary sign off provided by the Council on this matter in February 2012.

The most substantive action emanating from your letter was for Scottish Water and the Council to explore which of the remaining potential odour improvement measures contained within the OIP continue to be relevant and could be employed to further reduce odour emissions from the wastewater treatment works. As noted above and given the absence of a statutory nuisance, any comment around measures which “could be employed” should not imply that they are required or that either Scottish Water or Stirling Water accepts any liability to implement such measures.

However, we believe that this last point is somewhat academic given that the OIP was developed over 6 years ago from a baseline assessment and odour modelling studies undertaken by WRc between 2003 and 2005. As such, you will appreciate that the current baseline of Seaford odour performance and plant condition is totally different to the situation which existed when this modelling was undertaken. All parties agree odour management and performance has markedly improved from that which prevailed back in 2005 both as a result of the extensive capital investment and significant improvements to operational practices which have taken place over the past 9 – 11 years.

Therefore, it is our basic premise that should a need ever arise where a decision is reached, by whatever means, that further odour abatement investment is required then it would warrant a completely new set of studies to be undertaken at that moment in time from which additional abatement measures, be they of a capital or operational nature, would be evaluated.

However, notwithstanding this point we have engaged with your colleagues to review the relevance of the remaining measures contained in Options B to E based on the original modelling undertaken.

The outcome of these discussions are summarised below;

- **Option B – cover and treat air from detritors and final effluent weirs.**

A key recommendation of the studies upon which the OIP was based was to address all the turbulent (i.e. presenting higher odour potential and risk) areas within the WwTW and these were fully addressed in the implementation of Option A. The scope of Option A was expanded to also include the inlet zone of the detritors.

The remaining less turbulent areas have not been associated with any odour complaints since implementation of Option A and are considered a low risk (a position reinforced by the Mott Macdonald independent audit). Cleaning operations within the detritors, historically a high risk activity generating complaints, have been undertaken with no discernible impact on odour performance, confirming that operational management controls are effective.

The final settlement tank effluent weirs, although turbulent, are of low risk in terms of offensiveness and persistence (consisting of fully treated wastewater) and have never been correlated with odour complaints since completion of Option A.

As such, even based on the historical data implementation of Option B would bring little benefit in terms of reducing odour emissions and hence the potential for complaints.

- **Option C – sludge cake containment**

The cake pad was covered within an enclosed building in the Autumn of 2009 such that this Option was delivered prior to the implementation of Option A. In respect of the overall sludge treatment operation the Thermal Hydrolysis sludge treatment project, due for commissioning in early 2015 will yield wider benefits in terms of lower odour potential in the final sludge product, assisted by the covering of the digested sludge holding tank and additional odour treatment.

Therefore, Scottish Water considers that Option C has already been delivered.

- **Option D – full enclosure of the primary settlement tanks (PSTs)**

Since implementation of the inlet works project (a sub part of Option A) in 2011, sludge levels in the primary settlement tanks have been much easier to control and has been supported by the installation of an additional sludge thickener unit (which didn't form part of Option A). These factors together with the covering of the external weirs of the PSTs (part of Option A) have yielded significant benefits in reducing odour emitted from this source. Since implementation of Option A, barring a few isolated (understood) instances of primary sludge levels increasing above an agreed operational trigger point, sludge stocks have been controlled and therefore, has resulted in a much reduced odour risk and potential across the uncovered quiescent areas of the settlement tanks.

Therefore, it is our view that so long as the current operational regime is followed the implementation of Option D would have bring little benefit in terms of overall odour emissions and would not be justified on the basis of a cost benefit analysis, given the original evaluation indicated that this option would equate to expenditure of £850k per property (2007 prices) removed from the 5 odour unit contour based on the 2003/05 modelling assumptions.

- **Option E – covering of the activated sludge plant**

Our conclusion is that for as long as the biology of this treatment process remains healthy these units neither generate an offensive or persistent odour. Whilst it is agreed that there is an odour associated with this process (one that has been modelled) odour complaints have not been linked to this part of the site.

For this reason, even based on the historic modelling, we believe implementation of Option E would have little benefit in terms of reducing odour emissions and any ensuing complaints.

With regard to your comments regarding the operation of the storm tanks and the cleaning process you will be aware through the regular Seafield Odour Liaison meetings and Veolia's daily operational reports that odour risk assessment and minimisation is embedded into the operational regime at Seafield and the storm tanks form an integral part of this daily assessment. It is true that, in common with every other operational asset on the site, the storm tanks have the *potential* to be a significant source of odour if managed ineffectively.

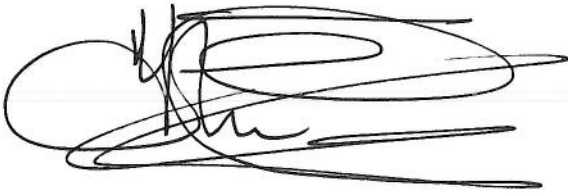
However, you will also be aware that the storm tanks have received specific operational focus and investment since the OIP was developed and are being managed in an effective manner. Alterations have been made to the inlet penstocks to allow automated sequential filling, giving the operator greater management control of flows and the ability to manage odour risks. This particular matter has received a significant amount of attention during the regular liaison meetings with your colleagues and SEPA such that all parties understand that cleaning operations are risk assessed in advance of any cleaning operation and that associated odour complaints form only a low percentage of overall complaint statistics. Notwithstanding this we are conscious to the sensitivities around this particular operation and will continue to ensure all reasonable and appropriate measures are taken to ensure that odour emissions are minimised from this source, especially during cleaning activities.

Through the various forums but most frequently via the Odour Liaison Group, Scottish Water will continue to work with your officers, SEPA, Stirling Water and Veolia to ensure

that all the assets and operations undertaken remain compliant with the controls outlined in the site Odour Management Plan and that their operation meets the requirements of the SEPA Licence.

I hope that this response fully addresses all of the points raised in your most recent letter and both my colleagues and I would be happy to meet with you to talk through its contents in greater detail and answer any questions which you may have.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'John Telfer', written over a horizontal line. The signature is somewhat stylized and overlaps the line.

**John Telfer
Head of PFI**

Transport and Environment Committee

10am, Tuesday 2 June, 2015

Scottish Water Environment Consultations

Item number

Report number

Executive/routine

Wards

Executive summary

The Scottish Environmental Protection Agency (SEPA) is required to prepare a second river basin management plan by the end of 2015. This consultation sets out the proposal for the second plan. The Council's input will contribute to the finalisation of this plan. For the second plan SEPA are proposing changes to the way work to achieve the objectives is phased over the second and third river basin planning cycles. The overall scale of the programme of measures required over the period is in line with that envisaged in 2009. SEPA's main proposals for the second plan are:

- re-phasing the objectives for 2021 and 2027 to ensure prioritisation of those improvements that will bring greatest benefits;
- step change in the effort focused on the key management challenges;
- new improved measures for tackling pressures on the water environment to help secure the achievements of the river basin management plan objectives.

The Scottish Government is also consulting on proposals for several key steps to increase progress in delivering improvements to the physical condition of Scotland's water environment - using scoping studies to help identify proportionate improvements; encourage partnerships to take forward voluntary restoration projects; and increase

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remediation of artificial structures where there are significant adverse impacts or barriers to fish passage.

The committee is invited to approve the Council's response to these consultations.

Scottish Water Environment Consultations

Recommendations

- 1.1 It is recommended that Committee approves Appendix 1 and 2, as the Council's response to these consultations.

Background

River Basin Management Plan

- 2.1 In 2000, European legislation introduced the Water Framework Directive (WFD). The WFD aims to improve the condition and integrate the management of the water environment across Europe. The Water Environment and Water Services Act (Scotland) 2003 translates the WFD into Scottish legislation.
- 2.2 The key aim of the WFD is for all rivers, lochs, estuaries, coastal waters and ground waters to be of good ecological and chemical quality by 2015. However, where this is disproportionately expensive, the WFD does allow the setting of a later deadline of 2021 or 2027.
- 2.3 To fulfil this aim, SEPA has developed and implemented a river basin planning process which is supported by the production of a management plan for each river basin district. The City of Edinburgh Council area forms part of the Scotland River Basin Management Plan (SRBMP). In order to facilitate the implementation of the SRBMP, a series of eight (regional) Area Management Plans (AMPs) have been produced which expand on and contribute to the SRBMP. One of these AMPs covers the area of the Firth of Forth river basin.
- 2.4 The first plan was published in 2009 and is due to be replaced at the end of 2015. This consultation aims to engage with responsible bodies (including local authorities), industries and stakeholders to inform the development of the second river basin management plan for the Scotland river basin district.
- 2.5 This report provides the response to questions posed by SEPA relating to:
 - water quality;
 - improving the physical condition of the water environment;
 - barriers to fish movement;
 - flow levels;
 - managing the risks imposed by invasive non native species; and

- overall outcome for the Scotland river basin district.

Main report

A public consultation to inform the development of the second river basin management plan for the Scotland river basin district

- 3.1 The consultation takes the form of a series of questions relating to the changes proposed to the river basin management plan for Scotland's river basin district; answers to these are given in the proposed Council response (Appendix 1). The consultation period ended on 9 April 2015, and a draft response has been sent to SEPA pending committee approval.
- 3.2 Detailed below are the key points of the Council's response to the consultation.

Rural diffuse pollution

- 3.3 Rural diffuse pollution, such as fertiliser run off, is identified as a major problem in the water environment. SEPA intends to prioritise action where the problem is most acute in areas of intensive agricultural production. There are no areas in Edinburgh which have been prioritised. However the creation of woodlands and wetland are seen as way of creating buffers to intercept run off. In this regard, the Edinburgh and Lothians Woodland Strategy 2012-17, which the Council is signed up to, and the Edinburgh Biodiversity Action Plan Freshwater and Wetland Habitat Action Plan, will assist in supporting a reduction in runoff.

Managing pressure on water quality

- 3.4 The approach proposed by SEPA to further understand water quality is to undertake further monitoring and assessment, so that any future measure to improve water quality is evidence led. The Council agrees this is a practical way forward.
- 3.5 National Planning Framework 3 Action Programme includes an action for SEPA to deliver a second river basin management plan with support from local authorities. It is acknowledged that one of the major pressures on water quality is from pollutants entering the water environment through run-off from roads and other urban surfaces. Through road construction consent and planning policy the Council is ensuring the installation of sustainable urban drainage system (SUDS), which assist in addressing this issue. The Council will continue to engage with SEPA and Scottish Water on matters relating to ongoing maintenance of SUDS.

Addressing barriers to fish passage

- 3.6 Many rivers have barriers to fish passage which prevents them reaching good ecological status. In Edinburgh this includes the river Almond. The complexity and sensitivity of planning, designing and delivering schemes associated with enabling fish passage is recognised. This is particularly the case where barriers form a feature of historical or archaeological interest which is enjoyed and cared

for by communities. The Council would want to see SEPA address this matter with due consideration to all interests, when considering any scheme to address a particular barrier. It would, therefore, not be supportive of a pace of change which did not allow careful design of schemes taking into account local views, historical features or archaeological interests.

Invasive non native species

- 3.7 The general management approach relating to invasive non native species (INNS) in the water environment is supported. However, one area where the Council feels SEPA could give more focus is related to non aquatic INNS e.g. Giant Hogweed which also affects riparian (riverbank) habitats. If work on these species takes place on a catchment wide basis, they can be successfully managed. The Bio-Security Plan, produced by River and Fisheries Trust Scotland (RAFTS) including the Forth catchment, has been very successful and should continue. However, there are barriers to funding this work in urban areas, as the main LEADER (links between the rural economy and development actions) funding can only be applied to rural catchments. Further discussion with SEPA is required to address this issue.

De-designation of certain water bodies

- 3.8 It is proposed that the second river basin management plan will include the de-designation of rivers, altering current designated status from poor ecological status to heavily modified water bodies (HMWBs). This is effectively a down grading. This is proposed for the river Almond due to the potential impacts on embankments and straightening associated with Edinburgh Airport.
- 3.9 Relevant to this matter is the Rural West Edinburgh Local Plan Alteration, June 2011, policy ED5 Edinburgh Airport. The policy safeguards land to the north of the existing airport boundary to provide a main parallel runway, if required to meet expected passenger growth forecast. However, the airport is not anticipated to expand beyond this boundary until at least 2020 and more likely 2030. Therefore, for the period of the second river basin management plan 2015-2020, the Council believes that the proposed de-designation is premature and at this time does not agree with the de-designation.

Delivering Scotland's River Basin management Plans: Improving the physical condition of Scotland's water environment.

- 3.10 This consultation requests views on the proposed several key steps to help strengthen the delivery framework for river basin management planning. The consultation period ended on 22 May 2015, and a draft response has been sent to Scottish Government pending Committee approval.
- 3.11 The draft response proposed that the Council supports the principal of adopting a strategic approach to improving the physical condition of Scotland's water environment. However, the proposals could have implications for Council assets and resources. In particular, the proposals for new legislative powers for SEPA to issue remedial measures notices on artificial structures which are "causing

adverse impacts on the physical condition of a river” could have financial implications for Council owned assets. Also included are proposals for Partnership projects to deliver catchment scale improvements, including agencies and Local Authorities, where there is an expectation for partners to make a financial contribution to projects. The Council would be keen to support all aspects of the process as experience has shown that a multidisciplinary approach to river restoration is key to the on-going success of creating a successful place. However, the proposed response draws to SEPA’s attention the budget restrictions that now exist beyond agreed on-going maintenance of assets and landscapes owned and maintained by the Council. Therefore SEPA or another partner needs to secure funding for all stages of the project process from the brief writing, design commissioning and project management and funds for any extra on-going maintenance should this be above the existing budgets.

Measures of success

- 4.1 The Council’s views are taken into account in the preparation of the second river basin management plan for the Scotland river basin district and in future project delivery.

Financial impact

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

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 SEPA and Scottish Government will carry out the equalities assessment on the document second river basin management plan for the Scotland river basin district.

Sustainability impact

- 8.1 The proposals in this report will help achieve a sustainable Edinburgh because the over arching objectives of river basin management planning are to ensure the long-term sustainable management of Scotland’s water environment. River

basin management planning will contribute to a well adapted Edinburgh, more resilient to a changing local climate.

- 8.2 Relevant Council sustainable development policies have been taken into account and are noted in the Background Reading section later in the report.

Consultation and engagement

- 9.1 The Council's responses have been prepared following engagement with relevant Council services. There is no requirement for public consultation or external engagement on the content of the report. Other organisations or individuals can engage directly with SEPA.

Background reading/external references

The SEPA website is the main source of background information for [these consultation](#). A link to the consultation document is listed below, along with other relevant background reading:

[A public consultation to inform the development of the second River Basin Management Plan for the Scotland River Basin District](#)

[Delivering Scotland's river basin management plans: improving the physical condition of Scotland's water environment](#)

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

[Edinburgh and Lothians Forestry Strategy 2012-2017](#)

[Rural West Edinburgh Local Plan Alteration June 2011](#)

[Resilient Edinburgh](#)

John Bury

Acting Director, Services for Communities

Contact: Julie Dewar, Senior Planning Officer, Natural Environment

E-mail: julie.dewar@edinburgh.gov.uk | Tel: 0131 469 3625

Links

Coalition pledges

Council outcomes CO18 – Green – We reduce the local environmental impact of our consumption and production
CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high

Single Outcome Agreement

quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm

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

Appendices

*

Appendix 1 – Proposed response to SEPA Consultation – A public consultation to inform the development of the second river basin management plan for the Scotland river basin district

Appendix 2 – Proposed response to Scottish Government Consultation – Delivering Scotland's river basin management plans: Improving the physical condition of Scotland's water environment

Appendix 1

Scottish Environment Protection Agency Consultation - A public consultation to inform the development of the second river basin management plan for the Scotland river basin district

List of consultation questions and responses

Q1. Which scenario do you consider to strike the appropriate balance between effort and feasibility in addressing rural diffuse pollution?

Having considered the three options Step Change 1 offers a balance between the ambition to make a step change in the rate of progress and affordability / deliverability considerations.

SEPA has not identified any priority catchments in Edinburgh related to rural diffuse pollution. However, the Council has signed up to the Edinburgh and Lothian's Woodland Strategy 2012-17, and the objectives of the Edinburgh Biodiversity Action Plans, Freshwater and Wetland Habitat Action Plan which will both contribute to alleviating rural diffuse pollution in the more rural areas within Edinburgh.

Q2. Do you agree with the general approach for managing the other pressures on water quality?

The general approach to focus effort on further monitoring and assessment such that subsequent measures are robust and evidence led is agreed as a reasonable way forward.

National Planning Framework 3 Action Programme includes an action to deliver a second river basin management plan with support from local authorities. It is acknowledged that one of the major pressures on water quality is from pollutants entering the water environment through run-off from roads and other urban surfaces. Road construction consents and planning policy, ensure the installation of SUDS on all relevant new sites, to treat and attenuate carriageway, roof and surface water runoff. This will assist in addressing this issue. The Council will continue to engage with SEPA and Scottish Water on matters relating to ongoing maintenance of SUDS.

Q3. Which scenario do you consider to strike the appropriate balance between effort and feasibility in improving the physical condition of the water environment?

Given the comments in relation to the practical logistics of Scenario 1 and 2, it may be prudent to retain the baseline approach at present. While less ambitious in terms of scale, it may allow greater focus on a smaller number of successful and effective

projects and underpin longer term confidence in the steady and sustainable improvement of Scotland's water environment.

Q4. Which scenario do you consider to strike the appropriate balance between effort and feasibility in addressing barriers to fish passage?

The complexity and sensitivity of planning, designing and delivering schemes associated with enabling fish passage is recognised. This is particularly the case where barriers are co-located with features of historical and archaeological interest and form part of the fabric of localities enjoyed and cared for by communities. Experience suggests that the optimum solution is rarely the most technically feasible or cost effective and the important factor is to take the time to identify a solution that balances sometimes competing considerations. It would be of concern if Scenario 1 or 2 resulted in pressure to deliver projects at an accelerated pace at the expense of carefully designed individual schemes which have the support of local communities. As it is considered that there is a risk of this occurring, the preference would be to retain the baseline position.

Q5. Do you consider that our proposals strike an appropriate balance between the second and third cycles in terms of the water bodies' priorities for action?

There are no hydroelectric schemes in Edinburgh. On a Scotland wide scale the approach is a reasonable balance between the second and third cycles.

However, the proposal does not recognise the recent growth and interest in community owned small scale energy schemes which include micro hydro. In an urban context such as the potential Saughton weir micro hydro, they can offer real opportunities for enhancement to ecological status by bank side improvement, installation of fish pass and management of riparian invasive non native species.

In relation to flows and levels, which are also considered as part of prioritising water bodies, a short term challenge is to research, understand and anticipate the likely impacts of our changing climate on local water catchments. This will enable the planning and implementation of an appropriate response to the challenges of climate change impacts on water resources through adaptation strategies and action plans at the local, regional and national level.

The Resilient Edinburgh Climate Change Adaptation Framework, points out that the effects of climate change on Edinburgh, will vary depending on the severity of global warming. Even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant. To be 'climate ready' Edinburgh will have to respond effectively to the challenges represented by these impacts. The Council will continue to engage with SEPA regarding this matter.

Q6. Do you agree with the general management approach for pressures on the water environment from invasive non-native species?

The general management approach relating to invasive non native species (INNS) pressures in the water environment is supported. Raising awareness of bio-security measures may assist local authorities with their efforts to promote better control of invasive and non-native species. However, there is no mention of non-aquatic INNS, which also affect riparian (riverbank) habitats. There are significant existing problems with invasive terrestrial plants, for which riparian corridors are a key factor e.g. Giant Hogweed. This affects rural and urban areas. There are control and treatment methods available for these species. If resources are available to work on a catchment basis, these can be successfully managed. The Bio-Security Plan produced by Rivers and Fisheries Trust Scotland (RAFTS) across Scotland, including the Forth catchment, have been very successful and should be continued. However, there have been barriers to funding this work in urban areas, as the main LEADER funding (links between the rural economy and development actions) can only be applied to rural catchments. The fragmented ownership within urban catchments is a particular difficulty and needs to be addressed to successfully deal with this issue.

Q7. Do you agree with our proposal for de-designation of certain water bodies?

It is noted that SEPA propose to alter the designation of the River Almond (Maitland Bridge to Cramond section) from its current status of poor ecological status to heavily modified water bodies (HMWBs). This is effectively a down grading. The reason given for this is the potential future impacts on embankments and straightening associated with Edinburgh Airport.

Of relevance to this is matter is the Rural West Edinburgh Local Plan Alteration, June 2011 Policy ED5 Edinburgh Airport. The alteration safeguards land to the north of the existing airport boundary to provide a main parallel runway, if required to meet passenger growth forecast. However, the airport is not anticipated to expand beyond this boundary until at least 2020 and more likely 2030. Therefore, for the period of the second river basin management plan (2015-2020), it is proposed that this alteration is premature and at this time the Council does not support de-designation. The Council would be willing to discuss this matter further with SEPA if required.

Q9. Do you consider that our proposals to designate heavily modified water bodies are appropriate for:

- a) Purposes other than agricultural land drainage?**
- b) Agricultural land drainage purposes?**

There are no water bodies in Edinburgh which fall into this category and therefore no further comment is made on this matter.

Appendix 2

Delivering Scotland's river basin management Plans: Improving the physical condition of Scotland's water environment

The Council supports the principal of adopting a strategic approach to improving the physical condition of Scotland's water environment. However, the proposals could have implications for Council assets and resources. In particular, the proposals for new legislative powers for SEPA to issue remedial measures notices on artificial structures which are "causing adverse impacts on the physical condition of a river" could have financial implications for Council owned assets. Also included are proposals for Partnership projects to deliver catchment scale improvements, including agencies such as Scottish Natural Heritage, SEPA and Local Authorities, where there is an expectation for partners to make a financial contribution to projects. The Council would be keen to support all aspects of the process as experience has shown that a multidisciplinary approach to river restoration is key to the on-going success of creating a successful place. However, the Council wants to draw to SEPA's attention the budget restrictions that now exist beyond agreed on-going maintenance of assets and landscapes owned and maintained by the Council. Therefore SEPA or another partner needs to secure funding for all stages of the project process from the brief writing, design commissioning and project management and funds for any extra on-going maintenance should this be above the existing budgets.

Transport and Environment Committee

10am Tuesday 2 June 2015

Appointment to Working Groups, Etc – 2015-16

Item number	7.18
Report number	
Executive/routine	
Wards	

Executive summary

The Transport and Environment Committee is required to annually re-appoint the membership of its Working Groups, Etc. The current membership is detailed in the appendix to this report.

Links

Coalition pledges	
Council outcomes	CO25
Single Outcome Agreement	

Appointments to Working Groups, Etc – 2015-16

Recommendations

- 1) To note the establishment of the Active Travel Forum, the Walking Forum and the reconstitution of the Cycling Forum.
- 2) To note the formation of the Future Transport Working Group.
- 3) To appoint the Transport and Environment Committee membership of Working Groups, Etc for 2015/16 as detailed in the appendix to this report.

Main report

- 2.1 The Transport and Environment Committee on 2 June 2014 appointed membership to its Sub-Committees and Working Groups for 2014/15.
- 2.2 On 26 August 2014 the Committee established an Integrated Active Travel Forum, a Walking Forum and reconstituted the existing Cycling Forum.
- 2.3 The Committee on 28 October 2014 approved the formation, remit and membership of the Future Transport Working Group.
- 2.4 On 23 October 2014 the Council introduced a range of changes to streamline the committee decision making process. As a result of this all policy development and review business returned to the Executive Committee remit and agenda.
- 2.5 The Committee is requested to re-appoint the membership of its Working Groups, Etc for 2015/16.

Measures of success

- 3.1 Not applicable

Financial impact

- 4.1 Not applicable

Risk, policy, compliance and governance impact

- 5.1 Working Groups, Etc will be unable to take decisions unless a membership is appointed by the Committee in line with the Committee Terms of Reference and Delegated Functions.

Equalities impact

- 6.1 Not applicable

Sustainability impact

7.1 Not applicable

Consultation and engagement

8.1 Not applicable

Background reading / external references

[Minute of the Transport and Environment Committee - 3 June 2014](#)

[Minute of the Transport and Environment Committee - 26 August 2014](#)

[Minute of the Transport and Environment Committee - 28 October 2014](#)

[City of Edinburgh Council – 23 October 2014](#)

[Committee Terms of Reference and Delegated Functions](#)

Alastair D Maclean

Director of Corporate Governance

Contact: Stuart McLean, Committee Clerk

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

Links

Coalition pledges

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

Single Outcome Agreement

Appendices Current Membership of the Transport and Environment Committee's Working Groups etc

Membership of Working Groups, Etc for 2015/16

Active Travel Forum

1 Member (Convener of the Transport and Environment Committee)

Councillor Hinds

Active Travel Forum for Cycling

1 Member (Vice Convener of the Transport and Environment Committee)

Councillor McVey

Active Travel Forum for Walking

1 Member (Vice Convener of the Transport and Environment Committee)

Councillor McVey

Carbon, Climate and Sustainability Working Group

5 Members (Convener and Vice-Convener of the Transport and Environment Committee, 1 Conservative, 1 Green and 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Booth

Councillor Aldridge

Duddingston Village Traffic Working Group

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD and local ward members for the Craigtinny/Duddingston Ward)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

Councillor Griffiths (local Ward Member)

Councillor Lunn (local Ward Member)

Councillor Tymkewycz (local Ward Member)

Future Transport Working Group

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green and 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

Leith Programme Oversight Group

12 Members (Convener and Vice-Convener of Transport and Environment Committee and local ward members for the City Centre, Leith and Leith Walk wards)

Councillor Hinds

Councillor McVey

Councillor Blacklock (local ward members – Leith Walk)

Councillor Booth (local ward members – Leith)

Councillor Brock (local ward members – Leith Walk)

Councillor Chapman (local ward members – Leith Walk)

Councillor Doran (local ward members - City Centre)

Councillor Gardner (local ward members – Leith Walk)

Councillor Mowat (local ward members - City Centre)

Councillor Munro (local ward members - City Centre)

Councillor Rankin (local ward members - City Centre)

Tram All Party Oversight Group

10 members (Leader and Deputy Leader of the Council, Opposition Group Leaders, Convener and Vice-Convener of Transport and Environment Committee, Opposition Spokespersons of Transport and Environment Committee)

Councillor Burns

Councillor Howat

Councillor Hinds

Councillor McVey

Councillor Aldridge

Councillor Bagshaw

Councillor Burgess

Councillor Edie

Councillor Mowat

Councillor Rose

Transport Forum

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Bagshaw

Councillor Aldridge

Zero Waste Cross Party Cross Council Group

5 Members (1 Labour, 1 SNP, 1 Conservative, 1 Green, 1 SLD)

Councillor Hinds

Councillor McVey

Councillor Mowat

Councillor Booth

Councillor Aldridge

Transport and Environment Committee

10:00am, Tuesday, 2 June 2015

Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Glenogle Road Area

Item number	8.1
Report number	
Executive/routine	
Wards	5 – Inverleith

Executive summary

At the beginning of last year Waste Services approached Parking Services requesting the introduction of a short section of double yellow line waiting restrictions on each of the colony roads at the junctions of Glenogle Road. Each colony road is approximately five metres wide and parking close to the junction with Glenogle Road causes access problems for large vehicles. The proposed restrictions would assist them manoeuvring in and out of these roads.

Objections were received when the proposals were advertised to the public. This report considers the representations made by the objectors and makes recommendations on the future of the proposals.

Links

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

Objections to Proposed Introduction of 24 hour Waiting Restrictions – Glenogle Road Area

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objections received; and
 - 1.1.2 sets aside the two unresolved objections and proceeds to make the Traffic Regulation Order (TRO) with a reduction in length of the restriction by one metre at each location.

Background

- 2.1 Representations were made by Waste Services regarding the negative impact on safety caused by the obstruction of sightlines when manoeuvring into the colony roads from Glenogle Road.
- 2.2 Each colony road is a cul-de-sac and approximately five metres wide. It is not possible for vehicles to turn round within the road and all have to reverse either in or out of these roads. Parked cars, close to the junctions of the colony roads with Glenogle Road, regularly cause access obstructions to waste service vehicles when reversing into the roads to uplift refuse containers. It is considered that other delivery vehicles would experience similar problems.
- 2.3 There have been no recorded accidents at any of these junctions and the proposed restrictions would maintain the line of sight between pedestrians and the drivers of the waste service vehicles. The TRO will facilitate the safe passage of traffic in and out of the colony roads, by preventing the obstruction of sightlines by parked vehicles. The extents of the proposed double yellow line waiting restrictions are shown on the attached plans, Appendix 1.

Main report

- 3.1 The TRO to make the necessary amendments was advertised from 28 February until 21 March 2014. Three letters of objections were received; one from the Stockbridge Colonies Residents Association and two from individual residents. All of these representations made the objection that the proposal would remove kerb side parking.

- 3.2 In light of the objections Parking Operations revisited the proposal and, in consultation with the Stockbridge Colonies Residents Association, decided to reduce the length of the double yellow line waiting restrictions by one metre. The revised restrictions, if approved, will extend four metres into each colony road from the northern kerbline of Glenogle Road.
- 3.3 It is considered that the reduction from five metres to four metres of double yellow line waiting restrictions will not adversely affect the ability of large vehicles to enter or exit the various colony roads to or from Glenogle Road.
- 3.4 As a result of the reduction in the length of the proposed restrictions, the objection from the Stockbridge Colonies Residents Association was withdrawn. The remaining two objections were not withdrawn and remain unresolved.

Measures of success

- 4.1 Reduction in the likelihood of accidents due to improved sightlines.
- 4.2 Improved access and egress to and from the colony roads.

Financial impact

- 5.1 The cost of introducing the yellow line markings can be contained within existing Parking revenue budgets.

Risk, policy, compliance and governance impact

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

Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, as there will be no impact on those covered by the Protected Characteristics.
- 7.2 The proposals aim to enhance safety for road users and as such the contents of this report enhance the right to physical security by improving the right to a safe environment, with minimal negative impact on the standard of living due to the loss of parking amenity.

Sustainability impact

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

Consultation and engagement

- 9.1 In accordance with the applicable legislation, these proposals have been advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, among others, to the Community Council and emergency services, as well as to the local ward Councillors. Details have also been available on the Council and Scottish Government websites. Other than the three objections detailed in this report, no comments were received.

Background reading/external references

None.

John Bury

Acting Director of Services for Communities

Contact: John Richmond, Traffic Orders Manager

E-mail: john.richmond@edinburgh.gov.uk | Tel: 0131 469 3765

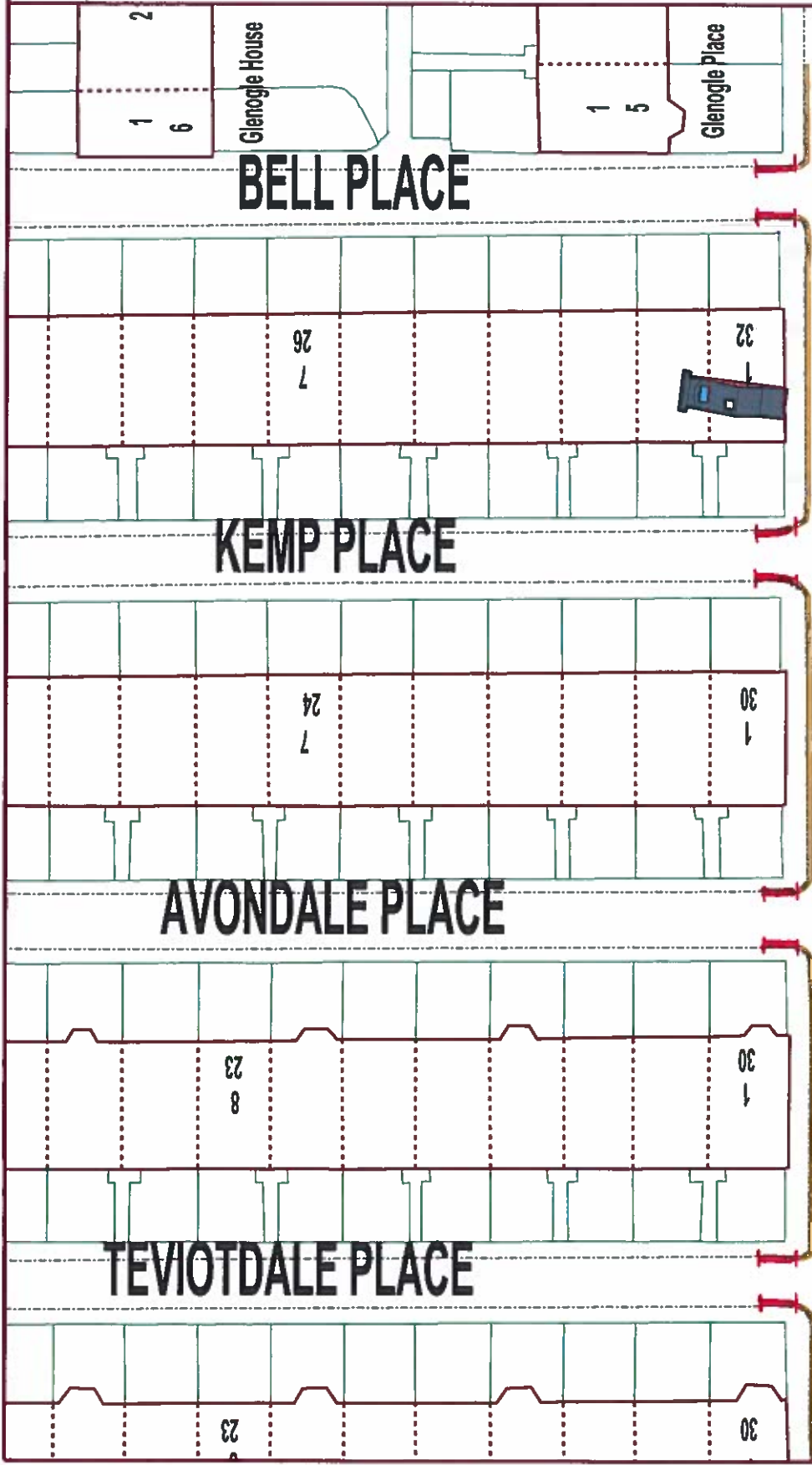
Links

Coalition pledges	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- Plans of the proposed amendments

NOTES

APPENDIX 1A

4 METRES LENGTHS OF
DOUBLE YELLOW LINE
WAITING RESTRICTIONS



Produced using Smallworld GIS

Date: 13/03/2015

Drawn By:

Dwg No:

N

1:500

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**WAITING RESTRICTIONS
GLENLOGLE ROAD AREA**

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH8 8DH
Tel: 0131 200 2000

NOTES

APPENDIX 1B

4 METRES LENGTHS OF
DOUBLE YELLOW LINE
WAITING RESTRICTIONS



Produced using Southworld GIS

Date: 13/03/2015

Drawn By:

Dwg No:

DUNROBIN PLACE

BALMORAL PLACE

COLLINS PLACE

COLVILLE PLACE

GLENOGLE ROAD

1:500

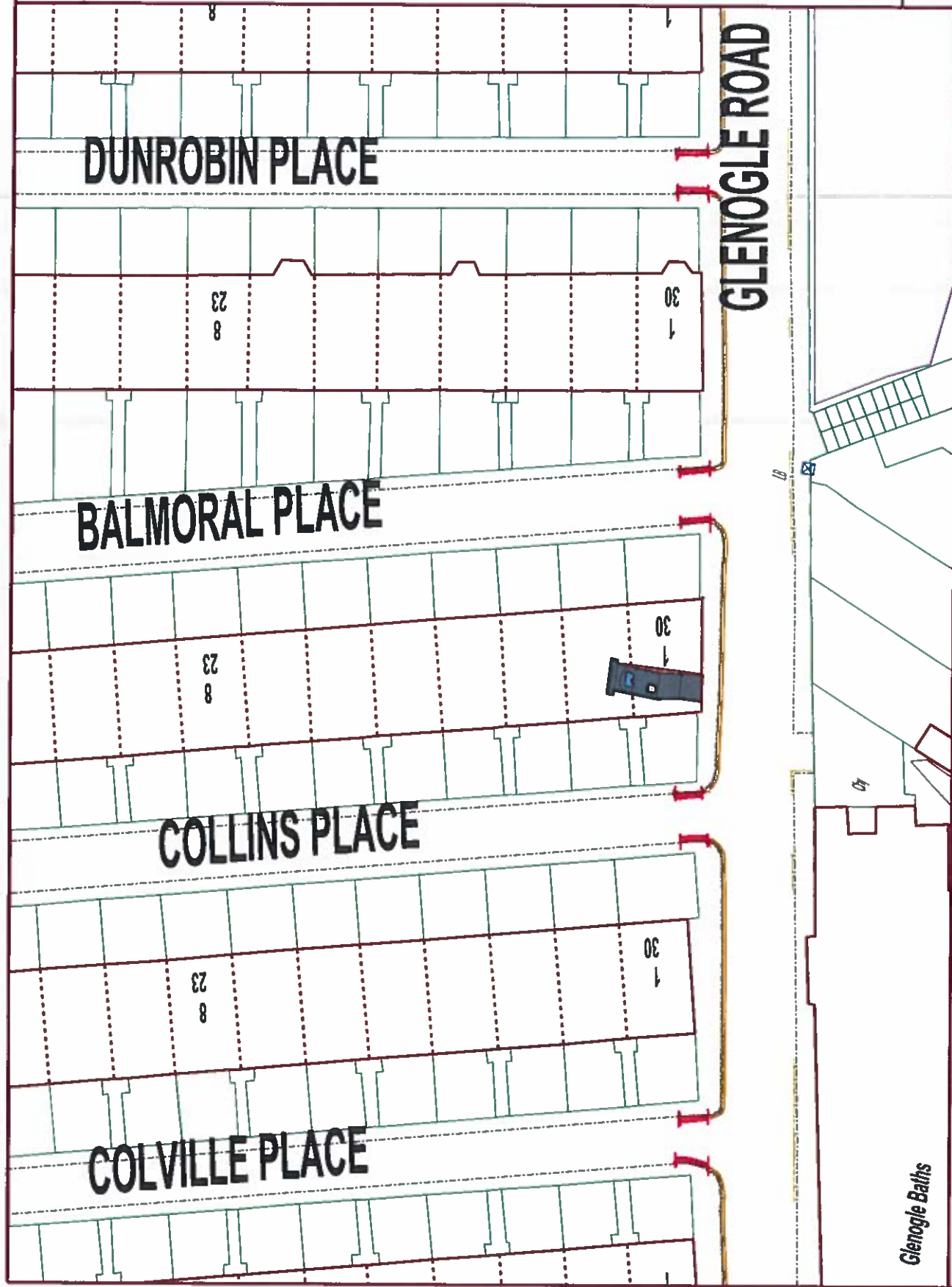
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WAITING RESTRICTIONS
GLENOGLE ROAD AREA

Glenogle Baths

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH1 8DH
Tel: 0131 290 2000



NOTES

APPENDIX 1C

4 METRES LENGTHS OF
DOUBLE YELLOW LINE
WAITING RESTRICTIONS

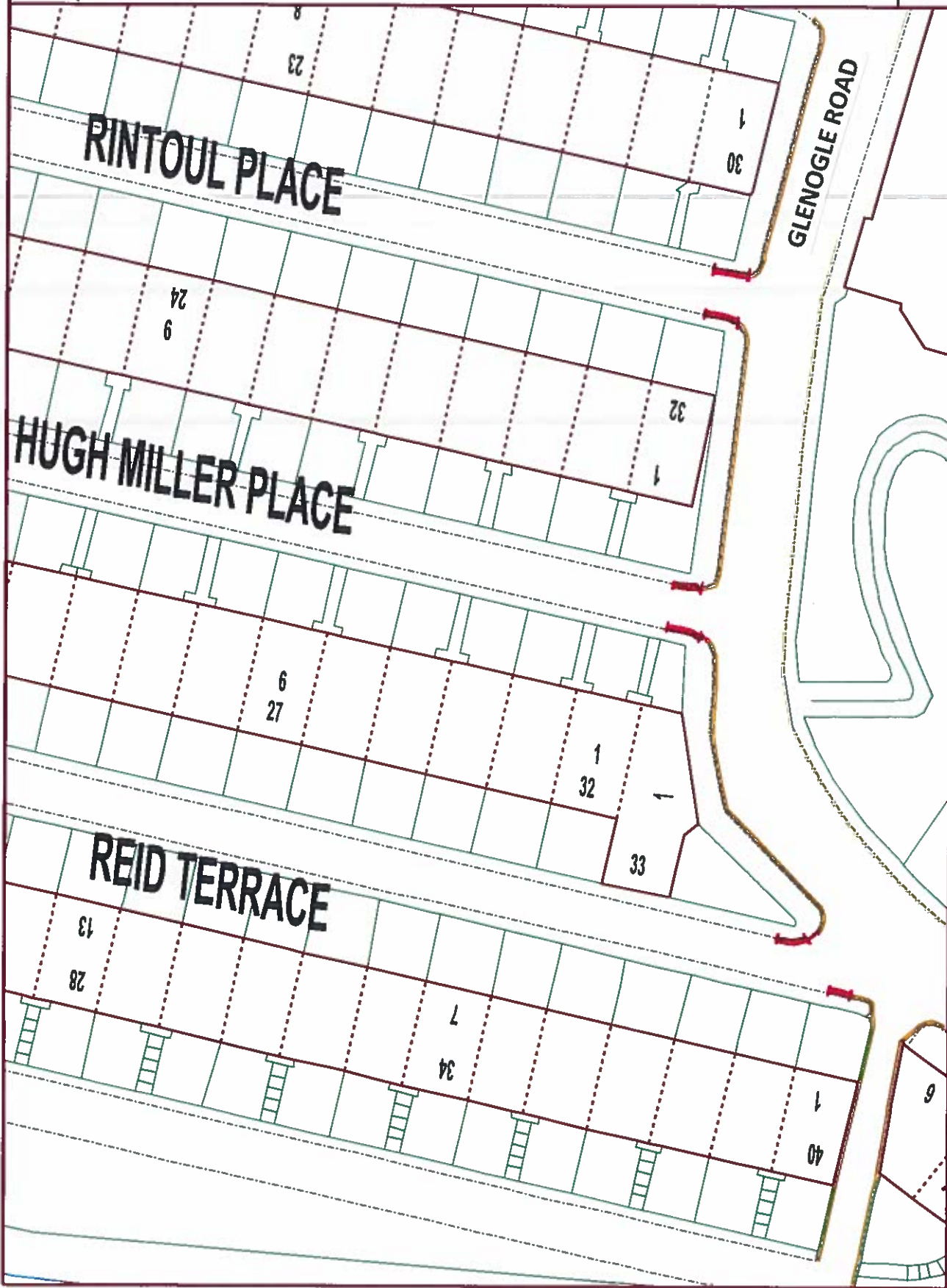


Produced using Smallworld GIS

Date: 13/03/2015

Drawn By:

Dwg No:



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WAITING RESTRICTIONS
GLENOGLE ROAD AREA

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Services for Communities,
4 East Market Street, Edinburgh EH8 8JH
Tel: 0131 200 2000

Transport and Environment Committee

Tuesday, 02 June 2015,

Objections to Traffic Regulation Order TRO/13/26 Proposed waiting restrictions – Balgreen Road at the junctions of Glendevon Avenue and Saughtonhall Avenue West

Item number	8.2
Report number	
Executive/routine	
Wards	Ward 6 – Corstorphine and Murrayfield

Executive summary

The purpose of this report is to acknowledge and set aside two objections to the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Balgreen Road, as shown in Appendix One.

Links

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

Objections to Traffic Regulation Order TRO/13/26 Proposed waiting restrictions – Balgreen Road at the junctions of Glendevon Avenue and Saughtonhall Avenue West

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objections against the TRO have been considered and sets aside the two objections.
- 1.2 Approves the amendments as detailed to acknowledge the concerns raised, whilst maintaining road safety.

Background

- 2.1 Representation was made in early 2013 by local residents regarding poor visibility when exiting Glendevon Avenue onto Balgreen Road.
- 2.2 Through site visits it was noted that road safety could be greatly improved with the introduction of double yellow lines at the junction of Glendevon Avenue and Balgreen Road and Saughtonhall Avenue West.
- 2.3 A permanent order TRO/13/26 was advertised for public consultation from 1 to 22 November 2013. Two objections were received during the consultation phase. One letter of support was also received.

Main report

- 3.1 Representation was made in April 2013 by local residents regarding poor visibility when exiting Glendevon Avenue onto Balgreen Road.
- 3.2 During site visits by West Roads Officers, it was noted that vehicles parking on Balgreen Road within 10 metres of the junction with Glendevon Avenue were blocking visibility for vehicles exiting Glendevon Avenue.
- 3.3 During site visits it also was observed that vehicles parked on Balgreen Road near to the junction of Saughtonhall Avenue West were causing an obstruction to the central traffic refuge island. This was hindering sightlines for pedestrians and vehicles at this location.
- 3.4 Observations on site noted that road safety could be greatly improved through the introduction of double yellow lines on Balgreen Road at the junctions with Glendevon Avenue and Saughtonhall Avenue West. The implementation of a

TRO would result in prohibiting vehicles from parking on the junction so as to obstruct sightlines. A proposal to introduce double yellow lines at the junctions of Balgreen Road at Glendevon Avenue and Saughtonhall Avenue was progressed through the statutory procedure, as shown in Appendix 1.

- 3.5 These proposals are being progressed in the interest of road safety. It is highly unlikely that vehicle speeds will increase significantly at this junction. Visibility at the junction will also be improved for drivers and pedestrians.
- 3.6 The Parking Operations Manager has confirmed that Parking Attendants currently patrol in this area.
- 3.7 The anticipated cost of making the order and installing the double yellow lines is reasonable to ensure emergency and general access is maintained.
- 3.8 Following the public advertisement of TRO/13/26 from 1 to 22 November 2013, two objections were received from local residents in relation to the proposed waiting restrictions. One letter of support was also received.
- 3.9 The objections raised concerns that the implementation of the proposed parking restrictions would reduce on-street parking in a location where parking is at a premium.
- 3.10 The displacement of parked cars is unlikely to disrupt local parking arrangements. It was considered that any inconvenience to residents would be offset by improvements to access and road safety at this very tight location. However, it is to be noted that following contact with the objectors, the Roads Officer reviewed the location and a section of the proposed restrictions has been reduced, as shown in Appendix 2. This partially reflects the objections received, however the objections have not been withdrawn.
- 3.11 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to maintain road safety for all road users on Balgreen Road in and around the junctions with Glendevon Avenue and Saughtonhall Avenue West. Committee is asked to set aside the objections.

Measures of success

- 4.1 It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow.
- 4.2 The statutory markings will be monitored by the Council's parking enforcement contractor and the West Neighbourhood Roads Team will carry out local monitoring to ensure the parking restrictions will be implemented as proposed.

Financial impact

- 5.1 Financial implications include the cost of making the order, installing double yellow lines and signage at the location described. This cost can be met from

within the West Neighbourhood Roads revenue budget and is anticipated to be approximately £2,500.

Risk, policy, compliance and governance impact

- 6.1 The West Neighbourhood Roads Officer identified potential vehicle conflicts in Balgreen Road, if parking is permitted. South-bound traffic was obstructed by parked vehicles near the central traffic refuge island on Balgreen Road, at the junction with Saughtonhall Avenue West causing large vehicles to navigate around the island into oncoming north-bound traffic.
- 6.2 In addition, improved vehicle and pedestrian sightlines will be achieved by not permitting parking over the extent of the proposed parking restrictions at the junctions of Balgreen road with Glendevon Avenue and at Saughtonhall Avenue West.
- 6.3 The recommendations in the report do not affect an existing policy of the Council.
- 6.4 Health and safety concerns have been highlighted in 6.1 with regard to maintaining road safety for all road users at this location. There is no governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

- 9.1 Local consultation has been carried out with Ward 6 elected members to advise of the amendments to the proposed parking restrictions. The amendments in relation to the proposals at this location are supported by the local elected members.
- 9.2 Statutory consultation, in line with Traffic Regulation Order procedures, has been carried out.

Background reading / external references

[Balgreen Road\TRO 13-26 Delegated Powers Report.doc](#)

[Glendevon Avenue\Glendevon Rd Delegated Powers report.doc](#)

John Bury

Acting Director of Services for Communities

Contact: Henry Coyle, West Neighbourhood Manager

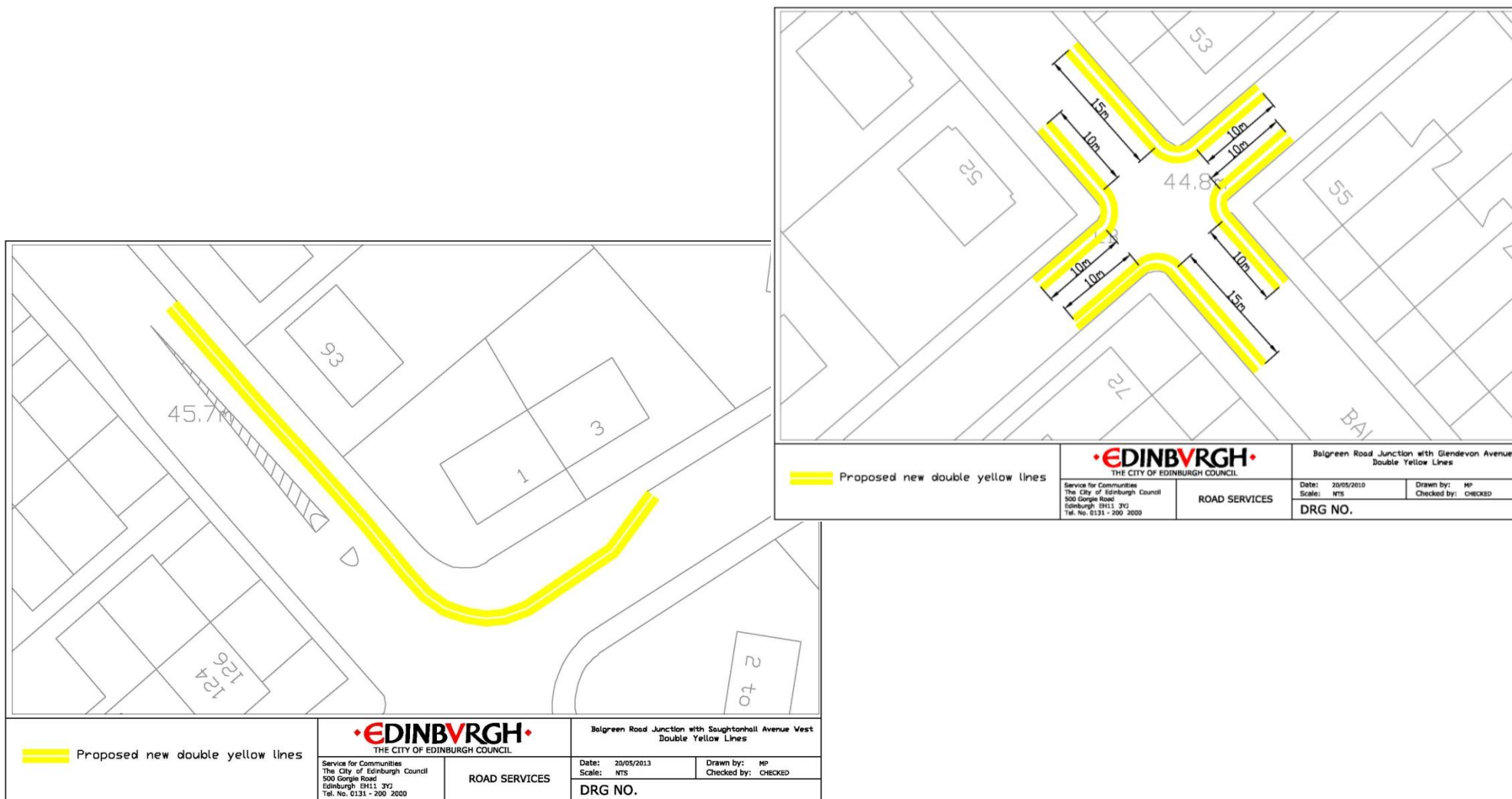
E-mail: henry.coyle@edinburgh.gov.uk | Tel: 0131 469 5198

Links

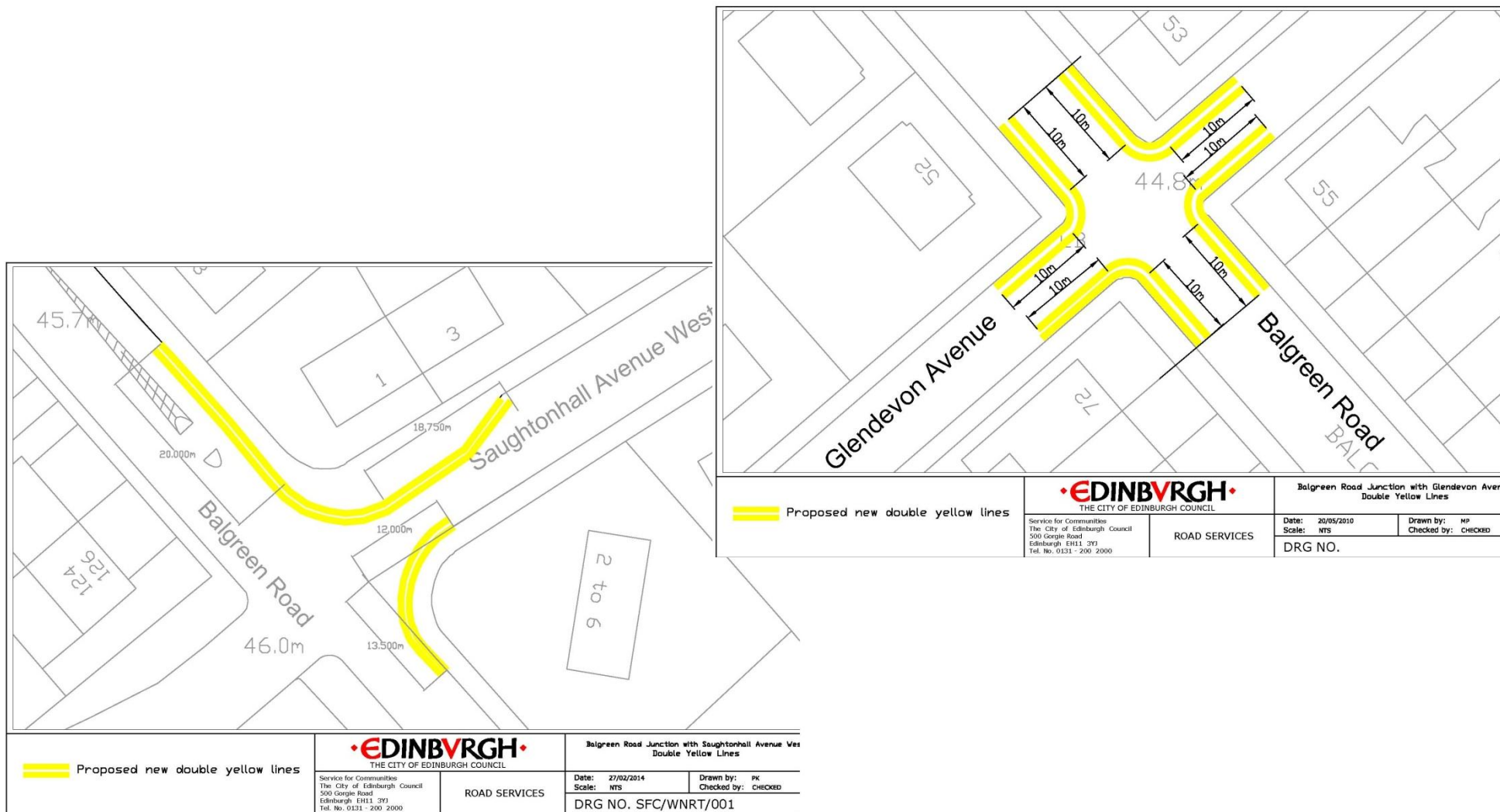
Coalition pledges

Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - Plan included in report summary Appendix 2 - Plan to show amendments

Appendix One: Double yellow line waiting restrictions in Balgreen Road



Appendix Two: Double yellow line waiting restrictions in Balgreen Road - Amendments



Transport and Environment Committee

Tuesday, 02 June 2015

Objections to Traffic Regulation Order TRO/14/24 Proposed waiting restrictions – Gyle Park Gardens

Item number	8.3
Report number	
Executive/routine	
Wards	Ward 3 – Drum Brae/Gyle

Executive summary

The purpose of this report is to acknowledge and set aside two objections to the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in Gyle Park Gardens, as shown in Appendix One.

Links

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

Objections to Traffic Regulation Order TRO/14/24 Proposed waiting restrictions – Gyle Park Gardens

Recommendations

It is recommended that the Transport and Environment Committee:

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

Background

- 2.1 Representation was made in 2013 by elected members and Gyle Park Gardens Residents Association regarding the safe passage of vehicles entering and exiting Gyle Park Gardens at the junction with Glasgow Road.
- 2.2 Site meetings and observations were carried out by West Roads Officers to establish specific issues and identify where solutions could be provided to improve road safety at this junction.
- 2.3 A permanent order TRO/14/24 was advertised for public consultation from 11 July 2014 until 1 August 2014. Two objections were received during the consultation phase.

Main report

- 3.1 Representation was made in 2013 by elected members and Gyle Park Gardens Residents Association regarding the safe passage of vehicles entering and exiting Gyle Park Gardens at the junction with Glasgow Road.
- 3.2 Following the advertisement of the TRO, two objections were received from local residents in relation to the proposed waiting restrictions.
- 3.3 The two objectors raised concerns about not being able to park outside their property due to the proposed installation of the parking restrictions.
- 3.4 The implementation of the TRO would result in the displacement of eight parking spaces into the general area. Further observations following the installation of the proposed waiting restriction will be carried out to establish if there is any affect on local parking arrangements.
- 3.5 The Parking Operations Manager has confirmed that Parking Attendants currently patrol in this area.

- 3.6 These proposals are being progressed in the interest of road safety. It is unlikely that vehicle speeds will increase significantly at this junction. Visibility at the junction will be greatly improved for drivers and pedestrians.
- 3.7 The anticipated cost of making the order and installing the double yellow lines is reasonable to improve sightlines and road safety at this junction.
- 3.8 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to improve sightlines and road safety at this junction.

Measures of success

- 4.1 It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow on both Gyle Park Gardens and Glasgow Road.
- 4.2 The statutory markings will be monitored by the Council's parking enforcement contractor and the West Neighbourhood Roads Team will carry out local monitoring to ensure the parking restrictions will be implemented as proposed.

Financial impact

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

Risk, policy, compliance and governance impact

- 6.1 The West Neighbourhood Roads Officer identified potential vehicle conflicts in Gyle Park gardens near the junction with Glasgow Road, if on-street parking is permitted to continue at this location.
- 6.2 The recommendations in the report do not affect an existing policy of the Council.
- 6.3 Health and safety concerns have been highlighted in 6.1 with regard to maintaining road safety for all road users at this location. There is no governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

- 9.1 Local consultation has been carried out with Gyle Park Gardens Residents Association and the Ward 3 elected members with regard to the concerns raised and proposed remedy as outlined in the delegated power report and this committee report. The initial contact with the local residents association was facilitated by a local Councillor who fully supports the proposals in this report.
- 9.2 Statutory consultation, in line with Traffic Regulation Order procedures has been carried out.

Background reading / external references

[..\Delgated powers report\TRO - Gyle Park Gardens - MP.docx](#)

John Bury

Acting Director of Services for Communities

Contact: Henry Coyle, West Neighbourhood Manager

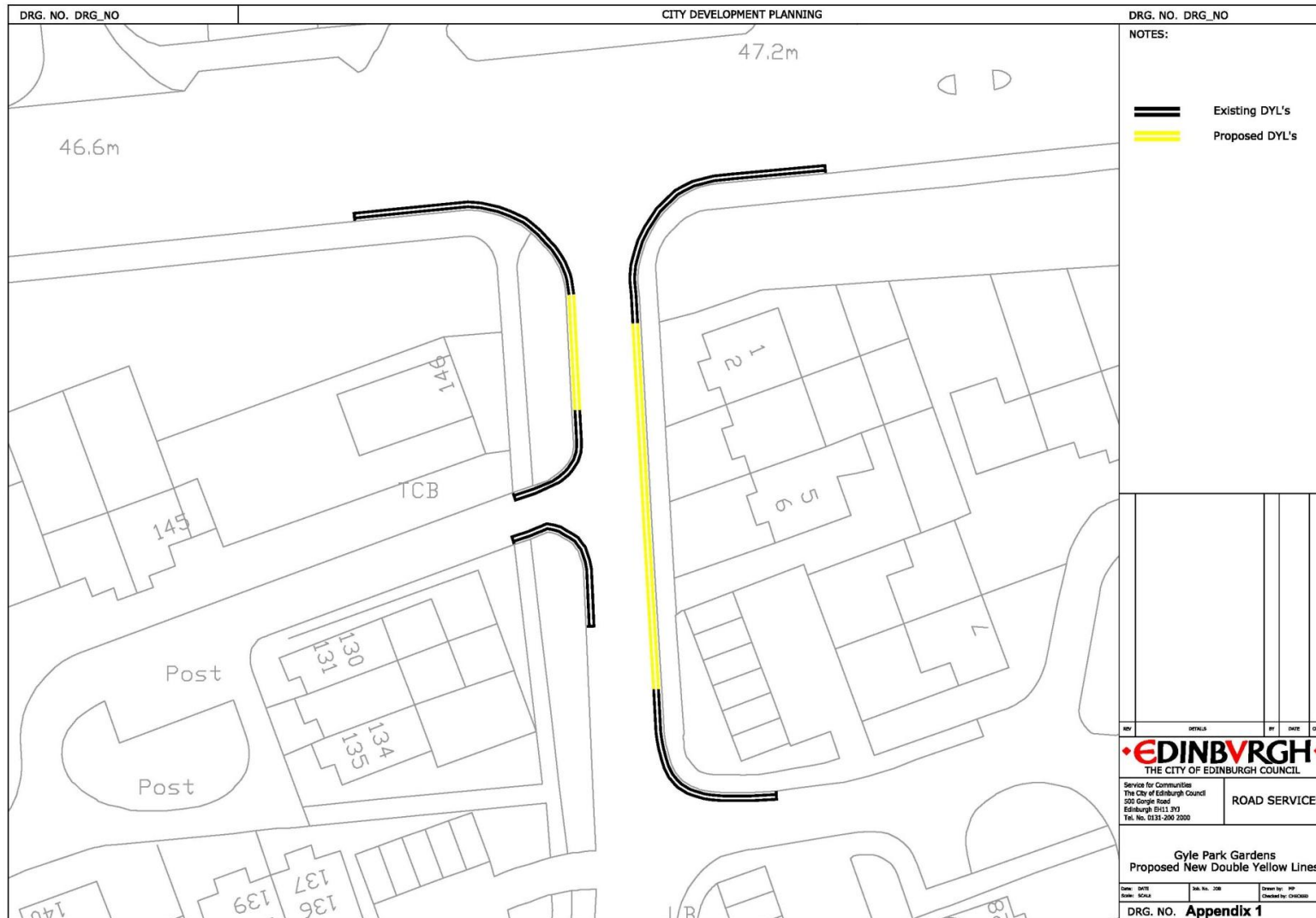
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Links

Coalition pledges

Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - Plans included in report summary

Appendix One: Double yellow line waiting restrictions in Gyle Park Gardens



Transport and Environment Committee

Tuesday, 02 June 2015

Proposed Amendment to Traffic Regulation Order TRO/13/33B - Proposed waiting restrictions – The Green, Davidson's Mains

Item number	8.4
Report number	
Executive/routine	
Wards	Ward1 - Almond

Executive summary

The purpose of this report is to acknowledge and set aside one objection to the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in The Green, Davidson's Mains as shown in Appendix One, and outline the proposed amendments that acknowledge the objection raised.

Links

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

Proposed Amendment to Traffic Regulation Order TRO/13/33B Proposed waiting restrictions – The Green, Davidson's Mains

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objections against the TRO have been considered and sets aside the objection.
- 1.2 Approves the amendments as detailed, to acknowledge the concerns raised, whilst maintaining road safety.

Background

- 2.1 Officer observations during periodic site visits to The Green identified a concern about vehicles parking close to the junction at the cul-de-sac in The Green, causing an obstruction of sightlines and potential vehicle conflict at this junction.
- 2.2 Observations identified a road safety concern, where two-way traffic is restricted at the junction by parked cars.
- 2.3 It was established that a small section of double yellow lines would improve road safety at this junction, as shown in Appendix 1.
- 2.4 A permanent order TRO13/33B was advertised for public consultation from 7 March to 28 March 2014. One objection was received during the consultation phase.

Main report

- 3.1 Officer observations during periodic site visits to The Green identified a concern about vehicles parking close to the junction at the cul-de-sac in The Green, causing an obstruction of sightlines and potential vehicle conflict at this junction.
- 3.2 Following site visits, the West Neighbourhood Roads Officer, identified that the section of proposed parking restrictions could be reduced on the main section of the Green, without compromising road safety, as shown in Appendix 2.
- 3.3 These proposals are being progressed in the interest of road safety. It is highly unlikely that vehicle speeds will increase significantly at this junction. Visibility at the junction will also be improved for drivers and pedestrians.
- 3.4 The Parking Operations Manager has confirmed that Parking Attendants currently patrol in this area.

- 3.5 The loss and displacement of approximately four parking spaces into the general area is unlikely to disrupt local parking arrangements. The proposed waiting restrictions have been amended and reduced in scope to allow appropriate local parking, following discussions with local residents. It is considered that any inconvenience to residents will be offset by improvements to access and road safety at this very tight location.
- 3.6 Following the advertisement of the TRO, one objection was received from a local resident in relation to the proposed waiting restrictions. Concern was raised regarding the extent of the parking restrictions on the main section of The Green.
- 3.7 The anticipated cost of making the order and installing the double yellow lines is reasonable to ensure emergency and general access is maintained.
- 3.8 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to maintain emergency and general access.
- 3.9 It is to be noted that following contact with the objectors, the Roads Officer agreed to review the location and a section of the proposed restrictions has been reduced, as shown in Appendix 2.
- 3.10 This amendment partially reflects the objections received, however the objections have not been withdrawn. Committee is asked to set aside the objection.

Measures of success

- 4.1 It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow.
- 4.2 The statutory markings will be monitored by the Council's parking enforcement contractor.
- 4.3 In addition, local monitoring by the West Neighbourhood Roads Team will be carried out and the parking restrictions implemented as proposed.

Financial impact

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

Risk, policy, compliance and governance impact

- 6.1 The West Neighbourhood Roads Officer identified potential vehicle conflicts in The Green if parking was permitted. Vehicles entering the cul-de-sac have to drive on the wrong side of the road due to vehicles parked on the left hand side of the road. This stretch of road is approaching a blind corner and therefore vehicle conflict could occur with oncoming vehicles heading out of the cul-de-sac.

- 6.2 The recommendations in the report do not affect an existing policy of the Council.
- 6.3 Health and safety concerns have been highlighted in 6.1 with regard to maintaining road safety for all road users at this location. There is no governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

- 9.1 Local contact with Davidson Main's and Silverknowes Association and Ward 1 elected members, has been made in reference to the proposed parking restrictions. No further objections have been received in relation to the amendments outlined in this report.
- 9.2 Statutory consultation in line with Traffic Regulation Order procedures has been carried out.

Background reading / external references

<G:\SfC\Neighbourhood Areas\Neighbourhood West\STREETS\The Green\TRO\The Green\Delgated Powers report - The Green.pdf>

John Bury

Acting Director of Services for Communities

Contact: Henry Coyle, West Neighbourhood Manager

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

Links

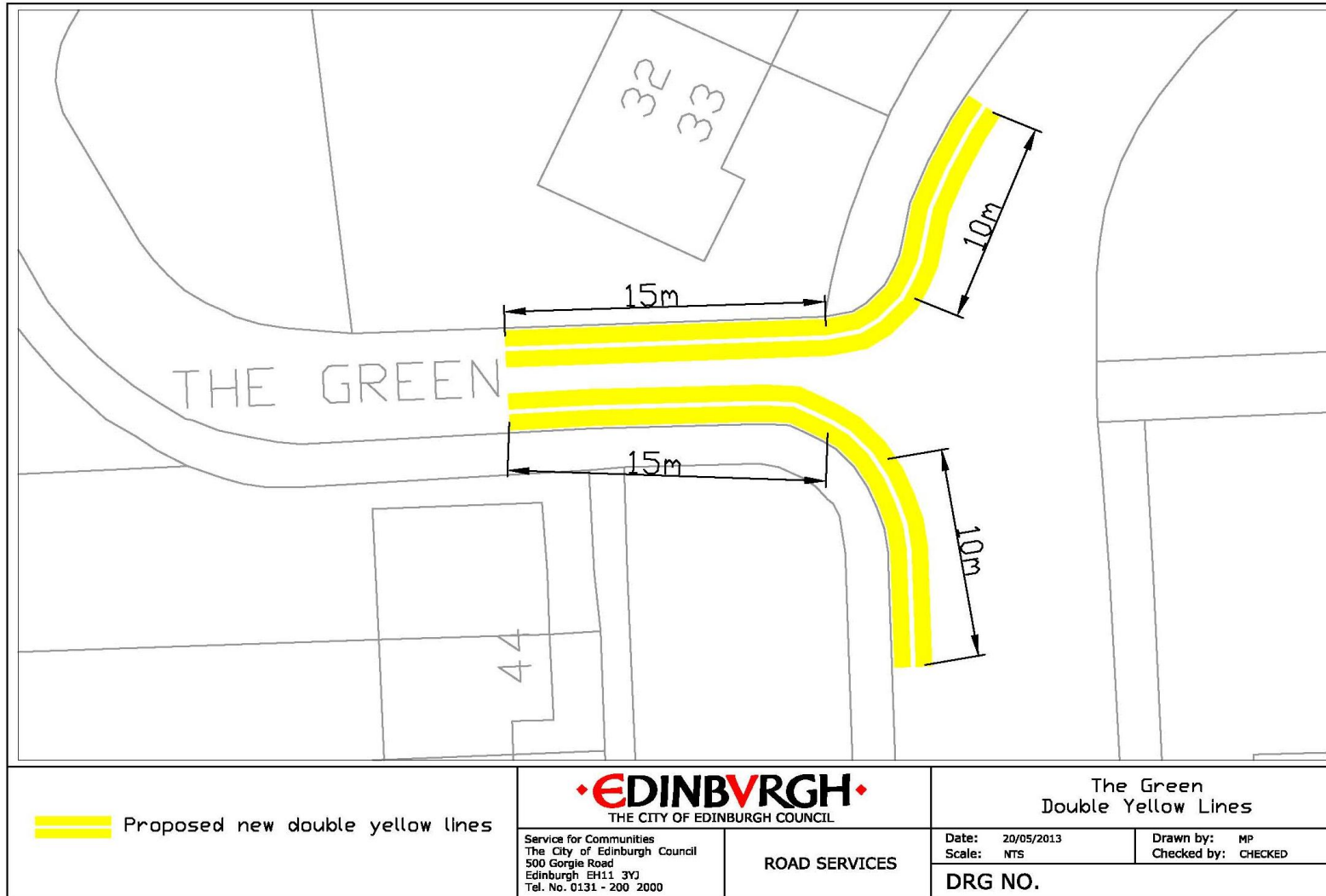
Coalition pledges

Council outcomes CO19 - Attractive Places and Well Maintained – Edinburgh

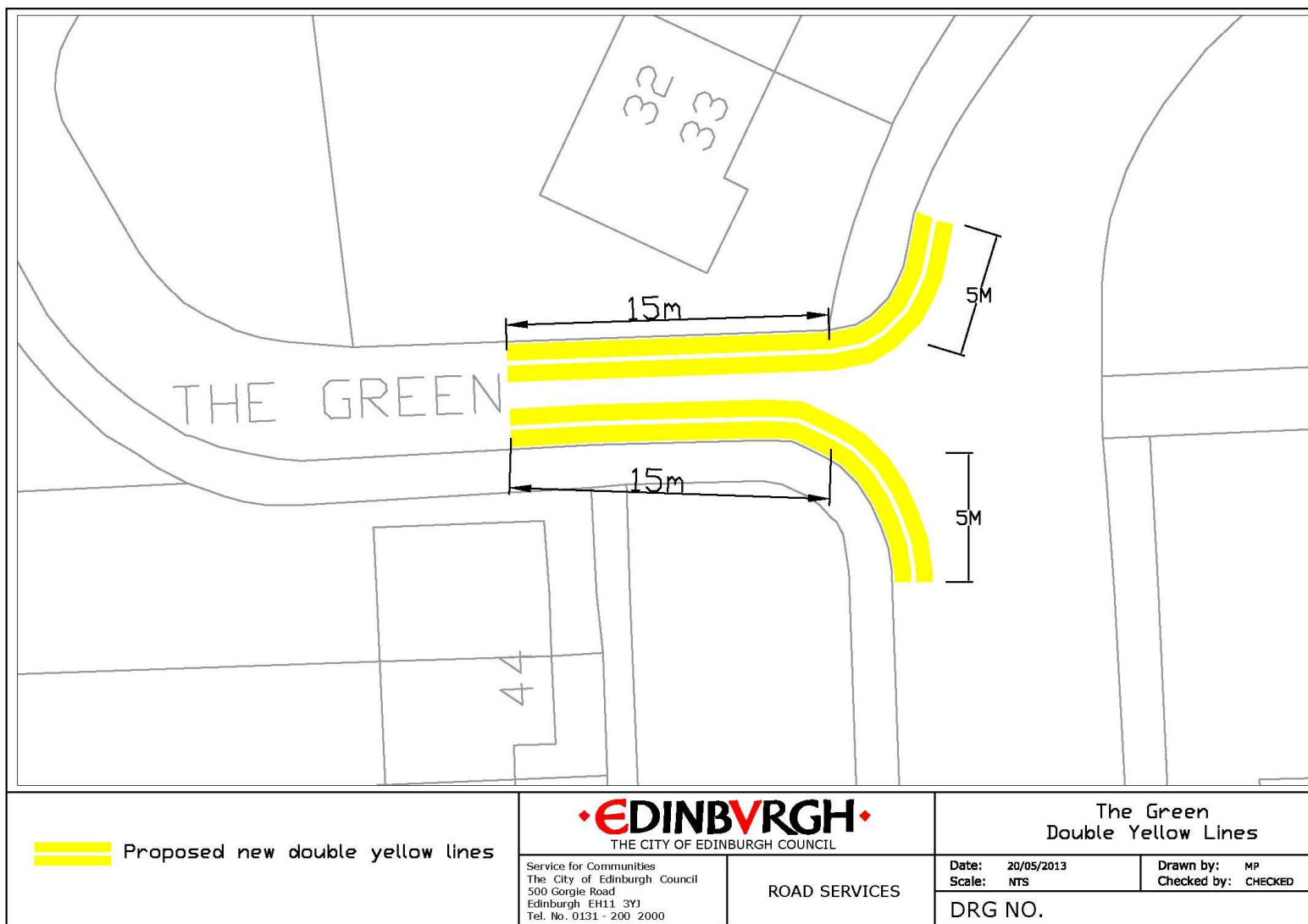
**Single Outcome
Agreement
Appendices**

remains an attractive city through the development of high quality buildings and places and the delivery of high standards
CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city
CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendix 1 - Plans included in report summary

Appendix One: Double yellow line waiting restrictions in The Green



Appendix Two: Double yellow line waiting restrictions in The Green - Amendments



Transport and Environment Committee

Tuesday, 02 June 2015

Objections to Traffic Regulation Order TRO/14/04 Proposed waiting restrictions – North Gyle Terrace

Item number	8.5
Report number	
Executive/routine	
Wards	Ward 3 – Drum Brae/Gyle

Executive summary

The purpose of this report is to acknowledge and set aside one objection to the proposed Traffic Regulation Order (TRO) for double yellow line waiting restrictions in North Gyle Terrace as shown in Appendix One.

Links

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

Objections to Traffic Regulation Order TRO/14/04 Proposed waiting restrictions – North Gyle Terrace

Recommendations

It is recommended that the Transport and Environment Committee:

- 1.1 Acknowledges that the objection against the TRO has been considered.
- 1.2 Sets aside the objection to the TRO and approves the implementation of the waiting restrictions.

Background

- 2.1 Representation was made in 2013 by elected members and North Gyle Terrace Residents Association regarding the safe passage of vehicles at the junction with North Gyle Grove.
- 2.2 Site meetings and observations were carried out by West Roads Officers to establish specific issues and identify where solutions could be provided to improve road safety at this junction.
- 2.3 A permanent order TRO/14/04 was advertised for public consultation from 7 November 2014 to 28 November 2014. One objection was received during the consultation phase.

Main report

- 3.1 Representation was made in 2013 by elected members and North Gyle Terrace Residents Association regarding the safe passage of vehicles at the junction with North Gyle Grove.
- 3.2 Following the advertisement of the TRO, one objection was received from local residents in relation to the proposed waiting restrictions.
- 3.3 The objector raised a concern about not being able to park outside their property due to the proposed installation of the parking restrictions.
- 3.4 The implementation of the TRO would result in the displacement of approximately two parking spaces in to the general area. Further observations following the installation of the proposed waiting restriction will be carried out to establish if there is any affect on local parking arrangements.
- 3.5 The Parking Operations Manager has confirmed that Parking Attendants currently patrol in this area.

- 3.6 These proposals are being progressed in the interest of road safety. It is highly unlikely that vehicle speeds will increase significantly at this junction. Visibility at the junction will be greatly improved for drivers and pedestrians.
- 3.7 The anticipated cost of making the order and installing the double yellow lines is reasonable to improve sightlines and road safety at this junction.
- 3.8 Full consideration has been given to the points raised in the objections received, and on balance, the formal introduction of permanent waiting restrictions at this location is deemed appropriate to improve sightlines and road safety at this junction.

Measures of success

- 4.1 It is considered that the parking restrictions will improve road safety for all road users and improve traffic flow.
- 4.2 The statutory markings will be monitored by the Council's parking enforcement contractor and the West Neighbourhood Roads Team will carry out local monitoring to ensure the parking restrictions will be implemented as proposed.

Financial impact

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

Risk, policy, compliance and governance impact

- 6.1 The West Neighbourhood Roads Officer identified potential vehicle conflicts between vehicles egressing North Gyle Grove and vehicles travelling along North Gyle Terrace due to poor visibility created by on-street parking.
- 6.2 The recommendations in the report do not affect an existing policy of the Council.
- 6.3 Health and safety concerns have been highlighted in 6.1 with regard to maintaining road safety for all road users at this location. There is no governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

Equalities impact

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

Sustainability impact

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

Consultation and engagement

- 9.1 Local consultation has been carried out with the Ward 3 elected members with regard to the concerns raised and proposed remedy as outlined in the delegated power report and this committee report. No further objections have been received in relation to the proposals in this report.
- 9.2 Statutory consultation in line with Traffic Regulation Order procedures has been carried out.

Background reading / external references

[Delegated Powers report - North Gyle Terrace.docx](#)

John Bury

Acting Director of Services for Communities

Contact: Henry Coyle, West Neighbourhood Manager

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

Links

Coalition pledges

Council outcomes	CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	Appendix 1 - Plans included in report summary

Appendix One: Double yellow line waiting restrictions in North Gyle Terrace

